

24 October 2016



David Eaves
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

Laura Williams
E: ljwilliams@savills.com
DL: +44 (0) 2920 368905
F: +44 (0) 2920 368999

12 Windsor Place
Cardiff CF10 3BY
T: +44 (0) 2920 368 920
savills.com

Dear David

APP/16/00875 - PLANNING APPLICATION FOR THE ERECTION OF A DRIVE-THRU RESTAURANT (USE CLASS A3/A5), CAR PARKING, ACCESS, SERVICING, LANDSCAPING, ENGINEERING WORKS AND ANCILLARY WORKS

Further to our discussions and your letter dated 13 October 2016, I respond to the various matters raised in the consultation responses received in relation to the above planning application. In terms of general progress, I am pleased that we are working towards a positive determination and hopeful that this application can be determined under Delegated Powers in the coming weeks.

Environment Health – Drainage Strategy

I provided the Council with specific details of the proposed attenuation tanks and interceptors in an email dated the 23 September and I note that this information has subsequently been uploaded onto the Council's website. In terms of a detailed drainage scheme, it is expected that this can be conditioned, however I attach a sketch plan (reference 1536-4) showing the existing sewers in Larchwood Avenue and where it is proposed that KFC will discharge into the existing sewers. This may provide your Environmental Control Officer some further comfort that there is an acceptable solution and that a condition can be attached to the permission for the submission of further detail prior to commencement.

Ecology

The County Ecologist raised concerns that the predicted levels of illumination would render vegetation within the spoilage zone unsuitable for supporting bats. A revised 'Proposed Lighting Layout' Plan which limits the light spillage and ensures vegetation within the spoilage zone remains suitable for bats will follow under a separate cover.

Landscaping / Engineering Comments

The following table addresses the core issues raised by the Council's Landscape Architect. Where feasible we have accommodated these proposed changes but would reiterate that the significant topographical and size constraints of this site have proven particularly challenging for the project architects to ensure that the site can deliver the necessary operational requirements of KFC (including the drive-through lane) whilst meeting the necessary building regulation requirements, providing sufficient vehicle tracking space and meeting parking requirements. The topography of the site requires the development to be delivered on two discrete levels.

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

Savills (UK) Limited. Chartered Surveyors. Regulated by RICS. A subsidiary of Savills plc. Registered in England No. 2605138.
Registered office: 33 Margaret Street, London, W1G 0JD



Council's Landscape and Engineering Officer's Comment	Response
Concerns raised that reduced levels at site's western edge (the bank steepness) could cause stability/structural risk.	KFC's structural engineers have carefully considered this perceived risk and are satisfied that as long as the reduced levels are not more than 1m, then there is no risk. Plan '1536-4/1' attached shows levels showing that the retaining wall can be exposed, providing there is a 1200mm buffer zone for the delivery access without undermining the walls footings and causing a structural risk.
Request for the increase of pedestrian/ cycle route width from 1.5m to 1.8m as required. Stepped / ramped access routes should not be less than 1.2m and intermediate ramp landings should be 1.8m.	The site constraints prevent 1.8m width across the whole site and therefore making this change adjacent to the pedestrian route would impact the whole of the frontage arrangement. In any event, as this access is external to the building, the project architects have advised that Approved Document / Part M would not apply. However, the revised site plan does now show 1.8m wide landings with a 1.5m ramp width.
The submitted Landscape and Tree Protection Plan do not show a proposed pedestrian connection to the ASDA access road.	An updated Landscape Plan accompanies this letter whilst an amended Arboricultural Report and Tree Protection Plan will follow separately. This shows that it is necessary to remove of trees 2 and 3 to accommodate the proposed connection. These trees are included with the woodland TPO and considered to be grade B trees.
Existing footpath along Larchwood Avenue to the informal pedestrian route should be retained and layout should demonstrate co-ordination with drop kerb and tactile paving.	The revised proposed site layout plan shows the retention of the footpath along Larchwood Avenue to the informal pedestrian route. As noted above, this will result in the removal of trees 2 and 3.
Proposed access ramps have a gradient of 1:12, not BS8300 / Part M compliant. Landing need to be increased to minimum of 1.8m	As this access is external to the building, Approved Document / Part M would not apply. That said, where possible, the landings have been increased to 1.8m and another section of ramp is required to achieve a 1:15 gradient as shown on the Revised Proposed Site Plan.
Clarification about means of cycle access from route network to cycle parking area.	The cycle parking is located to the north west corner of the building. Access from either Larchwood Avenue will be via the ramped access to the west of the building or via the upper level car parking area (where cyclists would be required to dismount its bike in the car park and wheel the bike around the level paved area around the building to the cycle parking area).
Parking bays 7-17 are to close too walls and will create a collision risk. Accordingly, there is a request for bays to be enlarged and a buffer margin introduced. Need to allow 1.2m clearance on passenger side of space 19. The Menu sign prevents this.	A 500mm buffer has been allowed between the retaining wall and spaces 12-17. The layout has been amended on the revised plan so spaces 7-11 front the kerb rather than the retaining wall. This will ensure that there will be no collision issue. Plans updated to allow clearance on both disabled spaces (spaces 17-18_.
Request for the addition of climbing plants / small trees along spaces 7-11.	The amended layout will mean that spaces 7-11 will not be opposite a planted area and shrub planting will be more appropriate. Small shrubs will be used in landscaped areas. Grass will match existing landscaping leading to the path.

Additional information about grass on the site's north west bank	Changes shown on the revised Landscape Plan include some small shrub planting on north west bank.
Enhancement of existing landscaped areas.	Plans updated - all significant trees are indicated on the site plan along with those proposed to be removed. The Arboricultural Report gives some information on existing areas which will require pruning (these recommendations are shown on the Landscaping Plan – see areas G5 and G6). Standard small scrubs within new landscaped areas are proposed.
Trees indicated for removal on the Tree Protection Plan are shown on all drawings.	Updated on drawings.
Removal of the reference to the future extension zone from plans.	This reference has been removed.

As per the above changes, please find enclosed the following updated drawings:

- Site Plan with New Pedestrian Access (ref. B126/14-0062 Rev A)
- Proposed Elevations with Signage (ref. B211/14-0062 Rev J)
- Proposed Landscape Plan (ref. B215/14-0062 Rev A)
- Proposed Site Plan (ref. B122/14-0062 Rev K)
- Proposed Site Plan with Advertisements (ref. B121/14-0062 Rev K)
- Proposed Internal GA (ref. G212/14-0062)

Arboriculture

The Council's Arboriculturalist has requested a more detailed Arboricultural Method Statement and Tree Protection Plan. Both are in the process of being updated and will follow separately.

Cycle Parking

South Hampshire Police has raised concerns that the staff cycle storage was uncovered and was not covered and fitted with appropriate security equipment. KFC has sourced recent CrimeCast statistics to suggest that the theft and burglary statistics for the area are lower than the national average and are projected to decline in this area. With this in mind, and considering that the cycle racks are to be located very close to the building and visible through the proposed glazing, the request for covered cycle parking is deemed necessary.

Third Party Concerns

Litter

Concerns have been raised by local residents about the potential for significant levels of litter generation. KFC's Litter Policy was included as Appendix 4 of the Planning Statement submitted as part of the application. The Policy sets out information about the frequency of litter picks, the area picks will cover, the method of litter picking, how litter picks will be monitored and the hours litter picks will take place. Significantly, the method of litter picks involve collecting all litter within the immediate vicinity of the Store and only litter generated from the KFC drive-thru at a greater distance from the store. These litter picks occur four times a day in the summer and three times a day in the winter. These picks are staggered across the day and take place pre-opening, post-lunch, pre-evening trade and dusk. Due to staff safety concerns, night time litter picks are restricted to well lit areas close by to the store but any waste beyond these areas will be picked up at the pre-opening pick.

Eaton Aerospace's Comments

We are aware of Eaton Aerospace's comments in relation to access and I refer to your email dated 13 October which provides comments from Peter Marshall. In light of Eaton Aerospace's comments, Peter has requested further traffic analysis of the effect of the increased traffic on the small roundabout by the filling station, with special reference to queue lengths.

As such, Peter Evans Partnership has prepared a Technical Note addressing these comments, as enclosed (see note titled 'Response to Havant Highways – October 2016'. This demonstrates that, based on the queue length surveys undertaken to support the Transport Assessment, the level of queuing on Larchwood Avenue is limited and when short queues form, these do not last. In conclusion, it is considered that the addition of one vehicle every minute would not impact on the level of queuing recorded.

I trust that this will address all outstanding comments and allow for a positive determination of the application shortly. We will send you on the updated TPP and Arboricultural Survey, and the update Lighting Survey, as soon as possible. Otherwise, in the meantime, please do not hesitate to contact me should you have any further comments or questions.

Yours sincerely



Laura Williams
Associate