

Mrs Daphney Haywood
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

13th September 2019

Our Ref: 18080
Your Ref: APP/19/00660

Dear Sir / Madam

APP/19/00660: Land at Buttericks, 38 New Lane, Havant, PO6 2ND

Additional Information Following Consultation Responses Received

The team at Kingsbridge Estates are pleased to hear the Council's continuing commitment to regeneration of the area and the strong support in principle to the proposed development.

Thank you for outlining some of the queries you had and the concern regarding the "length and bulk of the building, in respect to the proximity to New Lane". This frontage is described as a "well-used interface between industrial and residential development and is characterised by a more spacious layout" in the comments made in relation to the design and layout.

It is acknowledged that this area includes a mix of large and very large industrial units and offices, including a number of three to four storey buildings and the gasometer immediately to the north of the site (see existing Built Context Photographs). This wider employment area is strongly defined to the west by the wide carriageway of New Lane and River Lavant Watercourse bordered by mature trees, which forms the division between industrial units and post-war residential suburbs beyond. However, we note that this particular part of New Lane has rear gardens backing onto this space, with a footpath link providing access to these properties and beyond. A landscaping scheme has been designed in response to the landscape officer's comments made but also to complement the strong green corridor along the watercourse to the west of New Lane (which we go into detail later in this letter).

However firstly, we consider it important to further outline the changes made to the layout since earlier pre-application discussions. The main reasons for these are listed below;

- The scheme is intended to be owner occupied, following the model in Havant whereby businesses own their own premises. Given the shortage in commercial accommodation in the local area, often businesses co-locate across several sites. Companies are also reluctant to invest in their premises given their lack of suitability and their age, often approaching the end of their design life. This is an opportunity for local businesses to locate in fit for purpose accommodation and bring investment into the area

- Feedback from potential end users have stated that the access arrangements needed rationalisation to assist with improving the overall security of the site. One vehicular entrance from Stanbridge Road has been proposed which not only provides highway benefits, means one point of access is easier for surveillance and can be made secure much more easily
- The economics of providing two accesses was found unviable after further investigation due to presence of buried services/infrastructure. This would also bring potential disruption to adjacent businesses if these are to be relocated in preparation of new access arrangements
- The enclosure of the yard area by the two buildings brings acoustic benefits as contains all of the activity and associated noise within the centre of the development (away from residential properties)
- The removal of the access along New Lane allows for a continuous landscaped frontage along here bringing both visual and ecological enhancements when compared with the existing situation

Since the consultation was held, we have reviewed the landscaping opportunities along New Lane frontage and within the site more generally, in dialogue with the landscape officer at the Council. We have also explored ways in which to break up the massing of the building when viewed from New Lane and Stanbridge Road in particular. Please see the accompanying visuals which identify its context, the original perspectives and how these will now be seen with the changes made when viewed from the streetscene.

In summary, the updates made to the scheme include;

- A strong landscape boundary can be delivered along New Lane, which includes a mixed native hedgerow along the boundary fence line maintained at a similar height (approximately 2m in height). This would be relatively dense and substantially filter low level views.
- Beyond this is infill planting of native shrubs and tree planting (with 5m spacings) which at maturity are capable of reaching 10m-15m in height. This will soften the appearance of the buildings, with the backdrop of other trees beyond.
- Where the site broadens near the junction with Stanbridge Road, additional tree planting can be achieved with two rows of trees planted, again with species of local provenance
- The entrance would feature more ornamental treatment with lower level dogwood hedge e.g. red stems and a series of flowering trees to define the frontage
- The colour of the fencing has also been altered so this complements the landscaping scheme and helps to soften its appearance
- Landscaping details and tree sections have been produced in line with the recommendations of the landscaping officer. Please see the General Arrangement Drawing (LLD1619-LAN-DWG-100), Planting Layout (LLD1619-LAN-DWG-200), Planting Schedule (LLD1619-LAN-REP-001) and Tree Pit Detail (LLD1619-LAN-DWG-300).
- The massing of the building when seen looking south down New Lane is broken down by the break in the buildings (as demonstrated in the accompanying visuals on page 4). Units 4-6 are further recessed into the site and follow the footprint of the existing building
- The articulation of the building has been amended, with smaller panels and rainwater goods that emphasize its vertical appearance and break up the appearance of the building into separate units. The previous panels elongated its width.
- The visuals illustrate how landscaping will help soften the overall appearance when viewed from the wider streetscene.
- The scale and massing of the proposed buildings are typical of this industrial area. To the north especially, whilst some are set further back from the road, these areas are generally hard surfaced and used for car parking or open storage with limited landscaping. This scheme will provide a continuous green frontage similar to the more successfully landscaped sites to the south. The design and layout also ensures an efficient use of land, without comprising floorspace.

In terms of additional information and clarity required from the Environmental Health Officer;

- Confirmation that the provision for EV Charging Points has been considered from the outset in line with emerging policy IN3 for Transport and Parking. The future electricity capacity and ducting will be provided at ground works stage so that this can be installed when an increase in the demand for this type of infrastructure is expected. Workers parking for long periods of time have access to at least one EV charging point per unit. A minimum of 12 EV Charging Points will therefore be delivered on occupation.
- The officer appears to be satisfied from an air quality perspective that the development proposal will have a negligible impact. An estimate of 5,000 total vehicles on an AADT basis was used. The transport consultant has provided our ATC data along New Lane, which confirms estimates made by the officer are broadly correct. Please see Appendix One for the data.
- We note that the Lead Local Flood Authority are satisfied that the submitted information addresses their requirements, Southern Water and Portsmouth Water also raise no objection. However further clarification was sought regarding Pollution and SUDs which has been responded to by our Civil Engineer in the below table;

Pollution SuDs	PTA Civil Engineer Response 
Officer Comment	
Pollution control provision within the surface water management system is to be provided via a proprietary system, with the primary stage treatment consisting of a Hydro International Ltd. "First Defense" (vortex separator) unit, and secondary treatment provided by a Condor bypass-interceptor unit sized to accommodate proposed hardstanding (only). In terms of pollutant interception, this proposal is robust and may be supported in principle. I would however like to make an observation which may be material to considering the efficacy of the overall system performance. Ultimately, SuDS systems are not adoptable, and the Council has a regulatory duty to ensure that satisfactory provision is made for drainage - and unless I have misinterpreted the drainage strategy (which is possible) it appears to me that the means of controlling out-flow of surface waters from the site may increase the likelihood of on-site flooding. The System design indicated on p41 of 45 (FRA Appendices) implies that the online storage proposed is available only to surface water collected from the 4380m² roof area. Runoff from the 4950m² hardstanding areas appears to be communicated directly to the pollution control structures described above, without any upstream on-line storage capacity provision (other than the volume of below ground pipes). The pollution control structures are in turn	The proposed surface water network for the site is split into two networks upstream. This is done as the surface water collected from the hardstanding areas is to be treated via proprietary systems, the area of roofs are not require to be treated so these networks are kept separate upstream so as to not treat all the surface water that falls onto the roofs. These two networks join in the flow control chamber downstream. The attenuation tanks for the site act as online tanks for the roof network and as offline tanks for the hardstanding area. Water from the hardstanding area will be collected via drainage channels, flow through the network and proprietary systems, be restricted by the flow control device and surcharge back into the tanks. The drainage network has been designed to cater for the 1 in 100 year storm with an additional 40% allowance for climate change with no flooding.

upstream of the flow control device restricting out-flow from the site. It follows that a hardstanding area that is flow restricted, and without attenuation risks surcharging at the collection gulleys on site, and may cause local flooding	
The micro-drainage calcs imply that cellular storage was defined as 4 no tanks at 90 cu.m ea. (two 180 cu.m shown on plan), and I note that the drainage calculations refer to chamber references which are not represented on the plan. This would imply that an earlier design iteration was modelled which attributed 50% of the online attenuation volume to yard area, and 50% to roof.	Microdrainage does not have a specific online cellular tank structure, it treats the cellular tank as a volume of storage attached to the manhole specified. To account for the fact that this is an online tank we have split the volume between the upstream and downstream chambers with half the volume at each. An alternative approach would be to place a fictitious junction at the centre of the tank with the total volume of the tank attributed to this, either will be acceptable for the analysis.
I am not sufficiently familiar with the Microdrainage calculations to verify this interpretation with certainty - but it does raise a red-flag, and I would recommend that clarification be sought.	I hope this clarifies your concerns, if you would like to discuss further, please contact me at tom.aldridge@ptaconsult.co.uk or telephone on 01494 772721.

We hope that the above changes and further clarification has addressed comments raised.

Please do not hesitate to contact me if you have any queries.

Yours sincerely



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2019-09-12 Planning Perspectives,
18041-HNW-ZZ-DR-A-2330-Units Elevations as Proposed B,
18041-HNW-ZZ-DR-A-2322-Site Sections as Proposed B,
General Arrangement Drawing (LLD1619-LAN-DWG-100),
Planting Layout (LLD1619-LAN-DWG-200),
Planting Schedule (LLD1619-LAN-REP-001) and
Tree Pit Detail (LLD1619-LAN-DWG-300)

**Appendix One –
ADT Data New Lane**
Source: i-Transport

Site No.	Location	Direction	Speed Limit (mph)	Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	No. > Speed Limit	% > Speed Limit	No. > ACPD Limit	% > ACPD Limit	No. > DfT Limit	% > DfT Limit	Mean Speed	85th Speed
1	New Lane, attached to kemp column No. 35, 50.863312, -0.969628	North	30	07 May 2019	13 May 2019	17387	2889	2484	10625	61.1	3650	21.0	163	0.9	31.3	36.1
		South	30	07 May 2019	13 May 2019	17448	2918	2493	11456	65.7	3475	19.9	130	0.7	31.7	35.9
		Two way	30	07 May 2019	13 May 2019	34835	5807	4976	22081	63.4	7125	20.5	293	0.8	31.5	36.0