

DELEGATED OFFICER REPORT

Site Address:	The South Downs College, College Road, Purbrook, Waterloooville, PO7 8AA		
Proposal:	Demolition of existing buildings and construction of a new college car park		
Application Type:	Full Planning Permission	Expiry Date:	19/12/2025
Application No:	APP/22/00576		
Applicant:	Mr Gaston		
	HSDC		
Agent:	Mr Le Butt	Case Officer:	Arleta Miszewska
	Peter Marsh Consulting		
Ward:	Purbrook		

Recommendation: **GRANT PERMISSION**

1 **Site Description**

The South Downs College, College Road, Purbrook, Waterloooville, PO7 8AA

The application site sits within the inner parts of the South Downs College campus and comprises of an existing building, parts of other buildings and a courtyard space. To the south of this site is the remainder of the buildings to be demolished and the main car park area for the College. Both are subject of a separate planning application for a residential development of 85 dwellings.

2 **Planning History**

APP/22/00439 - Redevelopment of southern section of site to provide 85 dwellings with associated parking, landscaping, waste and cycle storage. New access from College Road and other associated works. Under consideration.

3 **Proposal**

The application seeks planning permission to create a new car park for the use of the College students, staff and visitors following a demolition of existing structures. The applicant's intention is that this car park would replace the existing car park located within the southernmost part of the site in order for that area to be developed into a residential neighbourhood (APP/22/00439).

The car park would provide 74 car parking spaces, 160 bicycle parking spaces and 48 spaces for powered 2-wheel vehicles (motorcycles, mopeds).

In order to construct the car park, a retaining wall would be provided. The car park would also have new external lighting.

The applicant also agreed to provide the following contributions towards measures aiming at offsetting any potential car parking spillage onto nearby areas:

- a financial contribution of £35,000 with respect to walking and cycling improvements along College Road,
- a full Travel Plan,
- a payment (by developer) of HCC fees in respect of approval (£750) and

- monitoring (£5,000) of the full travel plan,
- a provision of a bond or cash deposit of £11,000 with respect to measures included within the travel plan, and
- funding an additional traffic regulation order for the adjoining side roads to manage any overspill parking as a result of the development, if and when considered necessary by the Highway Authority.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16 High Quality Design
CS20 Transport and Access Strategy
DM8 Conservation, Protection and Enhancement of Existing Natural Features
DM10 Pollution
DM11 Planning for More Sustainable Travel
DM12 Mitigating the Impacts of Travel
DM14 Car and Cycle Parking on Development (excluding residential)
DM15 Safeguarding Transport Infrastructure

Havant Borough Local Plan (Allocations) July 2014

Policy AL1 Presumption in Favour of Sustainable Development
Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements
Policy DM17 Contaminated Land
Policy DM20 Historic Assets

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

5 Statutory and Non Statutory Consultations

Former Councillor Gary Hughes

No comments received.

Former Councillor Husky Patel

No comments received.

Councillor Ms C Howard - Purbrook Ward

No comments received.

Engineering/Drainage - no comments received.

Environment Agency - no comments received.

Environmental Health Manager -

Initial comments - air quality impacts acceptable; further information and amendments required in relation to the proposed lighting scheme.

Final comments -concerning the proposed lighting scheme, the intention is now to install 3k 'warm white' luminaires which is preferable to the 4k 'cool white' ones previously suggested, which should hopefully help to reduce the impact at nearby dwellings. We do not have any further observations/comments to make.

Hampshire Highways -

Initial comments - further information required: timings of student car parking demand survey; clarity on the numbers allocated for staff and those remaining to be allocated as permit parking for students; how impacts of parking on carriageway in residential roads, particularly Apollo Drive is to be mitigated; further measures needed to discourage student parking on the Highway to the detriment of Highway Safety; clarification on the current and future model student numbers on site in any given day; clarification of how 3-day week would reduce car parking demand in comparison to 5-day week; clarification of introduction of Student Parking Permit - how, when, etc.; a financial contribution towards a Traffic Regulation Order (TRO) might be required; a Travel Plan to be submitted in support of this application and the change in operation for the site; further information required in respect of the proposed car parking layout (aisle widths of car park 6; car parking space dimensions; tracking for two standard size cars passing each other on the access to car park 6; and visibility splays at the car park 6 access); the alignment of the access to car park 6 looks potentially problematic with regards forward visibility and available width and a more traditional access form and alignment to this area should be considered; and there are concerns that as the layout currently stands some motorcycle spaces may be impossible to access if a car is overhanging the allocated parking space; the applicant should explore the scope to split up the motorcycle spaces into the more traditional arrangement as shown for car parks 1-4 within the college car park.

Interim response - Car Park 6 should give way to the 6 existing retained spaces; the current alignment could cause confusion and collisions within the car park itself therefore visibility should be demonstrated for an alternative arrangement; regarding Car Park 6, appropriate aisle widths are present providing appropriate space for vehicles to manoeuvre to access and egress parking bays; the car parking space dimensions accord with those set out within Havant Borough Council's Parking SPD; the tracking demonstrates that two standard size vehicles are able to access the car park appropriately, however the tracking speeds should be confirmed on the drawing, and this should be undertaken at an appropriate speed.

Interim response - further information required; parking space dimensions would accord with Havant Borough Council's Parking Standards; appropriate visibility can be achieved; the drawing of the splays to the centre of the ramp in the secondary direction is considered appropriate; vehicle tracking sets out that two cars can pass appropriately utilising the alignment shown; no vehicle tracking has been provided should vehicles need to undertake a left turn manoeuvre should vehicles find the proposed car parking area full and seek alternative parking provision; the manoeuvre would be tight, however appropriate visibility has been demonstrated therefore vehicle users would be able to see if the carriageway is free to be able to undertake the required movements; confirmation should also be provided as to what the boxed-up area marked '350' is as vehicle tracking crosses this area; car parking management: the applicant clarified that since the initial application was submitted, the college has been subject to a reduced parking quantum (388 spaces) and a revised teaching week; updated car parking surveys for a period of one-college week between Friday 17th January-Thursdays 23rd January over 3 time periods (10:00, 13:00 and 16:00) identified fluctuations in the occupancy of the various car parking areas within the college campus over the survey periods identified; the results outline evidence that sufficient parking would be available on site, subject to photographs corroborating this data, methods to encourage sustainable travel to the college should still be pursued and a commitment to funding a TRO if and when required should be secured; agreement of the parking survey undertaken should also be sought by Havant Borough Council as the Local Parking Authority; a proportionate contribution towards

the delivery of these works given it will directly benefit the college should be secured from this application (a financial contribution of £35,000); detailed comments regarding Travel Plan; Construction Traffic Management Plan to be secured with a planning condition; additional measures are to be included within the CTMP before it can be considered acceptable (times of deliveries, car park construction timelines; details of access to a road sweeper; available contractor parking; management of pedestrians during construction phases; a pre-commencement survey. This should secure the requirements for this to be undertaken prior to demolition and construction works; any damage to the highway as a result of the proposed works to be rectified at the applicant's expense).

Final response - no objection subject to planning condition (CEMP) and a legal agreement; the Highway Authority have undertaken a site visit to corroborate the results of the car parking survey provided by the applicant and are generally content that the college are managing the parking demand on site appropriately and available spaces were present; the applicant has agreed to secure a commitment to fund a TRO on the adjoining streets, namely Apollo Drive and Atlantis Avenue should any overspill parking on the local highway network occur as a result of the proposals; a financial contribution has been secured towards implementation of sustainable transport improvements along College Road to encourage use of active modes to access the site, reducing private car reliance; implementation of a permit parking system, should demand be observed to exceed supply with parking surveys undertaken over a 5-year monitoring period, has been secured within the travel plan to support this application; the Highway Authority are satisfied that the college has committed to implement sufficient mitigation measures should parking demand exceed supply; the applicant is not required to undertake any additional parking surveys; the revised Travel Plan is acceptable and should be secured with a legal agreement; the revised Construction Management Plan is acceptable and should be secured with a planning condition.

HCC Archaeologist - the area in general has proved to be archaeological complex with a Roman building, industrial area and inhumation cemetery close by and by extrapolation likely to include the college campus. However, the existing college building is likely to have compromised, if not entirely removed, that archaeological potential within its footprint. Indeed our records show that when the college was constructed some limited level of archaeological observation recorded very little (although some Iron Age evidence was found). In view of the existing development at the site of the proposed car park I would not raise any archaeological issues.

HCC Countryside Access Team - the nearest PROW would be unaffected by the proposals therefore no objection raised.

Landscape

Initial response - further detail of retaining wall required.

Final response - no detrimental impacts on the landscape, no adverse comments.

Portsmouth Water - the site is located within Source Protection Zone 1c (SPZ1C) of the groundwater catchment for an essential public water supply source; wish to be consulted at the design stage of the proposed soakaway and consulted on the design specifications in particular the depth of the soakaway to assess the risk of turbidity during the construction of the soakaway.

Principal Ecologist

Initial response - no concerns as there does not appear to be any light spill beyond the surrounding buildings and areas of hardstanding into habitats such as the line of trees

to the north of the large car parking area in the south, the Solent Wader and Brent Goose (SW&BG) Strategy Secondary Support Area H113 located 80m to the east or Gundrymoor Wood SINC and Ancient Woodland located 160m to the north; a Preliminary Roost Assessment required; Net Gain in Biodiversity specified in the Ecological Report; a Construction Environmental Management Plan and timing restrictions will be required to ensure works that would produce in excess of 69dBAmax at the sensitive receptor (SPA supportive habitat) are carried out outside the overwintering bird season to avoid disturbance of qualifying features of the SPA.

Final response - the application is accompanied by a Preliminary Ecological Appraisal and Roost Assessment (Arbtech, August 2024). The application site comprises a section of a modern educational building with associated managed amenity grassland, hard surfacing and scattered small trees. I am content that the site is of overall low ecological value and offers minimal potential for supporting legally protected or notable species. If you are minded to grant permission, can I suggest that ecological avoidance, mitigation and compensation measures are secured by condition.

Southern Gas Network - no comments received

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: 18

Number of site notices: 2

Statutory advertisement: Not applicable.

Number of representations received: 0

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) Highways safety
- (iii) Impact upon the character and appearance of the area
- (iv) Impact upon residential amenity
- (v) Ecology
- (vi) Other considerations

- (i) Principle of development

Due to the site being located in an urban area, the principle of development on this site is acceptable, subject to compliance with relevant planning policies, in particular those safeguarding highways safety, quality design, residential amenity and ecology.

- (ii) Highways safety

During the course of the application, a number of documents, surveys and revised

plans have been submitted by the applicant to address concerns raised by the Highway Authority.

In their final response, the Highway Authority agreed to the applicant's Car Parking Management Survey and Results. Following a visit to the site to corroborate the results of the car parking survey, the Highway Authority confirmed that they were generally content that the College are managing the parking demand on site appropriately and available spaces were present.

In addition and to provide further measures aiming at offsetting any potential car parking spillage onto nearby areas, the Highways Authority requested the following to be secured with a legal agreement.

- o a financial contribution of £35,000 with respect to walking and cycling improvements along College Road,
- o a full Travel Plan,
- o a payment (by developer) of HCC fees in respect of approval (£750) and monitoring (£5,000) of the full travel plan,
- o a provision of a bond or cash deposit of £11,000 with respect to measures included within the travel plan, and
- o funding an additional traffic regulation order for the adjoining side roads to manage any overspill parking as a result of the development, if and when considered necessary by the Highway Authority.

In response to Highways Authority comments, the revised (revision 3) Travel Plan has re-examined the existing and projected baseline travel demand of the site and has set out appropriate objectives, targets, measures and actions to mitigate the impact of the site on the wider transport network. The Travel Plan seeks to reduce staff and student single use car journey proportions each by 15%, in favour of a variety of sustainable and active modes.

The Highways Authority, in their final comments, agreed to the applicant's commitment to undertake car parking surveys on a yearly basis, as part of the monitoring period, with a commitment to implement a permit parking system, should demand at any time over the monitoring period exceed the parking supply available. The Authority also confirmed that all required amendments to the Travel Plan have been correctly made and therefore, the Travel Plan is now considered acceptable and should be secured with a legal agreement.

In respect of the Construction Management Plan (CMP), the Highways Authority requested a number of changes and additional measures to be included with the CMP, including but not limited to details of times of deliveries, car park construction timelines, details of access to a road sweeper, available contractor parking, management of pedestrians during construction phases. The final revision of the CMP (Rev 1, dated 24 March 2025) contains the required changes and the Highway Authority confirmed it to be acceptable and to be secured with a planning condition.

In light of the above, it is considered that the proposed development, subject to planning conditions and a legal agreement securing the above highways safety measures, would be acceptable and in accordance with relevant planning policies, as set out above.

(iii) Impact upon the character and appearance of the area

The car park proposal mainly consists of works at ground level as well as demolition of buildings. A retaining wall would also be required.

The buildings to be demolished are located away from public vantage points therefore not contributing towards the established character and appearance of the surrounding area. They are of design resembling other buildings within the College site therefore their demolition does not raise concerns over loss of architectural merit or harm to the character and appearance of the College Campus or the wider area.

The Council's Landscape Architect was consulted on the proposal and raised no concerns. Officers concur with this view on the basis of the scale and nature of the proposed works and their limited visual impact beyond the application site itself. Details of soft and hard landscaping as well as details of the finished materials of the retaining wall are recommended to be secured with planning conditions.

In light of the above, it is considered that, subject to conditions, the proposed development would not have adverse visual impact on the character and appearance of the street scene and would accord with the relevant planning policies, as set out above.

(iv) Impact upon residential amenity

The main impacts of the proposed development on the amenity of the nearby residential properties to the west of College Road would predominantly stem from the demolition of the existing buildings on site. The applicant has agreed to submit a demolition method statement, which is recommended to be secured with a planning condition.

The proposal also incorporates external lighting. The proposal includes 6m columns directly adjacent to the rear fenceline of the proposed dwellings to the south (the subject of APP/22/00439), with the lighting tone and glare potentially harming the amenity of the proposed dwellings. The proposal would also not limit light spill to non-target areas.

In response, further details have been submitted concerning the proposed lighting scheme confirming that 3k 'warm white' luminaires would be installed instead of the originally proposed 4k 'cool white'. The Environmental Health Officer has confirmed no objection to the revised lighting scheme.

The submitted light spill contour plan indicates that some light spill would occur to the flats in the apartment block located within the north-western parts of the proposed development to the south. There would also be light spill onto the rear gardens of the proposed dwellings. The applicant has confirmed that secondary steel shields could stop direct back light onto the properties. Therefore, a condition is recommended to secure further mitigation measures to avoid light pollution to the proposed properties to the south and to ensure that the proposed lighting does not prejudice future development on that site.

In light of the above, it is considered that, subject to planning conditions, the proposal would be acceptable and in accordance with the relevant planning policies, as set out above.

(v) Ecology

In terms of impacts on ecology, the Council's Ecologist has noted that the site is surrounded by an ancient (semi-natural) woodland to the north, but the proposal is a sufficient distance away not to cause any adverse impacts on the ancient woodland and the associated species and their habitats. The submitted lighting plan does not

raise concerns as there does not appear to be any light spill beyond the surrounding buildings and areas of hardstanding into habitats such as the line of trees to the north of the large car parking area in the south, the Solent Wader and Brent Goose (SW&BG) Strategy Secondary Support Area H113 located 80m to the east or Gundy Moor Wood SINC and Ancient Woodland located 160m to the north. The area to be affected by the lighting is covered by managed amenity grassland and scattered trees/shrubs.

In terms of demolition, further information in relation to the buildings on site has been requested, namely a Preliminary Roost Assessment carried out by a qualified ecologist and including an assessment of the potential for the building to support roosting bats.

It has also been noted that the proposals would result in an overall net loss in biodiversity. Therefore, habitat creation measures that will not only compensate for loss of habitat on site but result in an overall net gain in biodiversity should be proposed.

Further, it has been noted that, due to the location of the application site in close proximity to an SPA supportive habitat (SW&BG strategy site H113), a Construction Environmental Management Plan and timing restrictions will be required to ensure works that would produce in excess of 69dB(A)max at the sensitive receptor (SPA supportive habitat) are carried out outside the overwintering bird season to avoid disturbance of qualifying features of the SPA.

During the course of the application, the applicant has provided a Preliminary Ecological Appraisal and Roost Assessment (Arbtech, August 2024) in response to the comments made by the Council's Ecologist. The Assessment, amongst other things, sets out details of biodiversity enhancements in relation to invertebrates, bats, birds, reptiles and hedgehogs.

The Council's Ecologist has reviewed the information and has confirmed that the application site comprises a section of a modern educational building with associated managed amenity grassland, hard surfacing and scattered small trees. Therefore, the site is of overall low ecological value and offers minimal potential for supporting legally protected or notable species. All ecological avoidance, mitigation and compensation measures should be secured by a condition.

In light of the above, it is considered that, subject to the recommended condition, the proposal would be acceptable and in accordance with the relevant planning policies, as set out above.

(vi) Other considerations

Portsmouth Water commented that the site is located within Source Protection Zone 1c (SPZ1C) of the groundwater catchment for an essential public water supply source. SPZ1C relates to subsurface activity only, where the Chalk aquifer is confined and may be impacted by deep drilling activities. Subterranean activities such as deep drainage solutions and/or piling may pose a risk to groundwater quality at the local public water supply source. The confined aquifer is of high sensitivity and consequently all measures to prevent pollution during and post construction are required in order to safeguard the local public water supply.

The proposed surface water drainage strategy is to infiltrate to the ground via permeable paving and a permeable sub-base soakaway. Portsmouth Water are satisfied that the level of water treatment would be in accordance with SuDs manual

C753. However, further detail of the design stage of the soakaway, including the design specifications and in particular the depth of the soakaway, to assess the risk of turbidity during the construction of the soakaway has been requested. This is recommended to be secured with a pre-commencement condition.

The County Archaeologist confirmed that the area has proved to be archaeological complex with a Roman building, industrial area and inhumation cemetery close by and by extrapolation likely to include the college campus. However, the existing college building is likely to have compromised, if not entirely removed, that archaeological potential within its footprint. Records show that when the college was constructed some limited level of archaeological observation recorded very little (although some Iron Age evidence was found). In view of the existing development at the site of the proposed car park, no archaeological issues were raised.

Finally, the County Countryside Access Team confirmed that the nearest PROW would be unaffected by the proposals therefore no objection was raised.

8 **Conclusion**

The proposed development includes the provision of a car park together with a retaining wall and an external lighting scheme. Numerous measures have been proposed to avoid any detrimental impact on highway safety and these are recommended to be secured with a planning condition and a legal agreement. The Council's Environmental Health Officer has not raised objection on the grounds of impact on residential amenity and an acceptable detail of external lighting scheme has been submitted to demonstrate that the lighting would not affect the amenity of prospective occupiers of the development immediately to the south of the application site. Moreover, details of demolition (a demolition method statement) is recommended to be secured with a planning condition to, amongst other matters, avoid any potential negative impacts on the residential amenities of nearby residents. The Council's Ecologist is satisfied that the proposed ecological avoidance, mitigation and compensation measures are acceptable and are recommended to be secured by a condition. Further detail is required in respect of the design of the proposed soakaway by Portsmouth Water and this is recommended with a pre-commencement planning condition. No objection has been received from the County Archaeologist and the Countryside Access Team. In light of the above, subject to conditions and a legal agreement, the proposed development is considered to be acceptable and in accordance with the relevant planning policies listed above and is recommended for a conditional approval. The applicants have agreed the pre-commencement conditions.

9 **RECOMMENDATION:**

That the Development Manager be authorised to **GRANT PERMISSION** for application APP/22/00576 subject to:

(A) the satisfactory completion of a S106 Agreement to secure the following (for which authority is given to the Head of Legal Services to complete the S106 Agreement);

- o a financial contribution of £35,000 with respect to walking and cycling improvements along College Road;
- o a full Travel Plan;
- o a payment (by developer) of HCC fees in respect of approval (£750) and monitoring (£5,000) of the full travel plan;

- o a provision of a bond or cash deposit of £11,000 with respect to measures included within the travel plan;
- o funding an additional traffic regulation order for the adjoining side roads to manage any overspill parking as a result of the development, if and when considered necessary by the Highway Authority;
- o payment of HBC monitoring fees; and

(B) 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 Compulsory Purchase Act 2004.

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

2202-HOST-ZZ-00-DR-A-1100 P4 Existing Block Plan
 2202-HOST-ZZ-00-DR-A-1110 P5 Proposed Block Plan
 304260-SWH-ZZ-XX-DR-C-0703 P03 Amended Proposed Car Park 6 Tracking Drawing
 304260-SWH-ZZ-XX-DR-C-0702 P03 Amended Proposed Car Park 6 Visibility Splays Drawing
 304260-SWH-ZZ-XX-DR-C-0700 P12 Amended Potential Alterations To CP 6 Layout To Reduce Boundary Retaining Wall
 MMA17011/001 R2 South Downs College (Car Park 6) - Proposed Lighting - Layout Drawing
 South Downs College (Car Park 6) - Proposed Lighting - Equipment Schedule - R2 (dated 10/10/24)
 Environmental Impact Assessment & Lighting Design Category Selection Process (MMA Project Number: 17011; Date: 10/10/2024; Produced by: Simon Winch; Revision: R2)
 Outdoor Lighting Report: South Downs College (Car Park 6) Private (10 October 2024; by: MMA Lighting Consultancy Ltd; PROJECT No: MMA17011)
 South Downs College (Car Park 6) - Proposed Lighting - Risk Assessment - R2 (dated 10/10/24)
 Travel plan Rev 3 dated 17 April 2025
 Construction Management Plan Rev 1 dated 24 March 2025
 Preliminary Ecological Appraisal and Roost Assessment (Arbtech, August 2024)
 Drainage Statement – Proposed Havant and South Downs College Carpark By Scott White and Hookins – June 2025
 2202-HOST-ZZ-00-DR-A-2100 P4 Existing And Proposed North Elevations
 304260-SWH-ZZ-XX-DR-C-0704 P02 Proposed Elevation Drawing looking south towards housing site

Reason: - To ensure provision of a satisfactory development.

- 3 No development shall commence, including any works of demolition, until a Demolition, Construction and Environmental Management Plan (DCEMP) comprising a schedule of works and accompanying plans for demolition and

construction has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved DCEMP shall be implemented and adhered to throughout the entire demolition and construction period unless any alternative is agreed in writing by the Local Planning Authority. The DCEMP shall provide details of the following:

- (a) the phased programme of demolition and construction works;
- (b) the anticipated number, frequency and types of vehicles used during demolition and construction,
- (c) the location and specification for vehicular access during demolition and construction,
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (e) the loading and unloading of plant, materials and waste,
- (f) the storage of plant and materials used in demolition and construction of the development,
- (g) the erection and maintenance of security hoarding,
- (h) the location of any site huts/cabins/offices,
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of demolition and construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- (j) details of public engagement both prior to and during demolition and construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,
- (k) measures to control the emission of dust and dirt during demolition and construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the DCEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,
- (l) measures to control the emission of noise during demolition and construction,
- (m) details of all proposed external lighting to be used during demolition and construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,
- (n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,
- (o) measures to reduce air pollution during demolition and construction including turning off vehicle engines when not in use and plant servicing, and
- (p) waste management including prohibiting burning,
- (q) provision of temporary domestic waste and recycling bin collection point(s) demolition and during construction.

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of highway safety and in the interests of protecting nearby residents from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect in accordance with Policies CS11, CS16, CS20 and DM11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Notwithstanding the submitted detail, no construction works (excluding demolition) shall commence on site until a detailed scheme of soft landscaping, including timing provisions for its implementation, has been

submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the scheme approved pursuant to this condition. Any plants approved pursuant to this Condition which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size or species, unless the Local Planning Authority gives written consent to any variation

Reason: In the interests of the visual amenity in accordance with the aims and objectives of the National Planning Policy Framework and Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

- 5 Notwithstanding the submitted detail, no construction works (excluding demolition) shall commence on site until a detailed scheme of hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the scheme approved pursuant to this condition and shall remain as such unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenity in accordance with the aims and objectives of the National Planning Policy Framework and Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

6	Notwithstanding the submitted detail, no construction works (excluding demolition) shall commence on site until a detailed schedule of materials and finishes to be used in the construction of all retaining walls hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the schedule approved pursuant to this condition and shall remain as such unless otherwise agreed in writing with the Local Planning Authority. Reason: In the interests of the visual amenity in accordance with the aims and objectives of the National Planning Policy Framework and Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.
7	Notwithstanding the submitted plans, prior to the installation of any external lighting details of mitigation measures to avoid unacceptable light spill together with a plan indicating the resultant light spill contours in relation to the proposed residential properties to the south shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures shall be fully implemented on site prior to first use of the lighting and retained thereafter unless otherwise agreed in writing with the Local Planning Authority. Reason: To not prejudice residential development on the adjacent land to the south in accordance with the aims and objectives of the National Planning Policy Framework and Policies DM10 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011.
8	Before commencement of the hereby approved development, details of the proposed soakaway, including but not limited to the design specifications, in particular the depth of the soakaway, shall be submitted to and agreed in writing by the Local Planning Authority in consultation with Portsmouth Water. The development shall thereafter be carried out in full accordance with the details approved pursuant to this condition

	Reason: To protect groundwater and therefore the local public water supply source in accordance with Policies CS11 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
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- 9 Development shall proceed in accordance with the ecological avoidance, mitigation and enhancement measures as detailed in the Preliminary Ecological Appraisal and Roost Assessment (Arbtech, August 2024) unless otherwise agreed in writing by the Local Planning Authority.
Reason: To provide ecological protection in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.
- 10 Development shall proceed in accordance with the agreed Construction Management Plan Rev 02 dated April 2024 unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of highways safety in accordance with Policies CS20 and DM11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 11 The car park hereby approved shall be built to national recognised design construction standards.
Prior to being brought into use, a verification report by a suitably qualified engineer confirming that the car park been built to the nationally recognised design construction standards shall be provided to the Local Planning Authority. The report shall include the relevant construction details that the car park been built to and details of the professional qualifications of the person providing the verification.
Reason: To ensure that the development is provided to an appropriate standard in the interests of highways safety in accordance with Policies CS20 and DM11 of the adopted Core Strategy and the National Planning Policy Framework.