

Additional Information

HAVANT BOROUGH COUNCIL
PLANNING COMMITTEE
3 February 2022

I am now able to enclose, for consideration by the Planning Committee on 3 February 2022 , the following additional information that was unavailable when the agenda was printed.

Agenda No	Item	
4(a)	APP/21/01244 - 32 New Lane, Havant	1 - 16
	Proposal: Variation of condition No's 4 (Operational Management Plan), 9 (Livery/Branding), 10 (Traffic Monitoring) and 28 (Employment and Skills Plan) of planning permission APP/21/00200 and the introduction of a new Community Liaison Strategy Condition.	

[Additional Information](#)

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APP/21/01244 – 32 New Lane – Changes to Planning Conditions

Deputation to HBC Planning Committee – 3 February, 2021 by Havant Civic Society and the New Lane Residents

The Planning Services recommendation to the Planning Committee for this application raises serious concerns which challenge the due diligence performed by Officers at both HBC and HCC. Without satisfactory answers to the questions raised, any decision made today would leave the Council, its Officers and this Planning Committee vulnerable to legal challenge.

1. **Condition 9, 'Branding/Livery'**, relied on assurances given by the Applicant to this Committee that the delivery van fleet would be both "wholly owned" and "fully branded". The Planning Statement now discloses that Delivery Service Partners – sub-contracted third parties and individual van owner/drivers – will perform this function. **The declared employment profile and consequently the declared traffic profile have changed radically since planning was approved.**
2. The intention of **Condition 9**, in combination with **Condition 10 'Traffic monitoring'**, was *"to allow for monitoring of the site operation in order to ensure that routes to and from the site utilise main routes..."*. The scope of Condition 10 included **all** routes between the site and the Strategic Road Network junctions with A27/A3(M). **Why have HBC Officers now agreed to focus monitoring on just the southern part of New Lane?**
3. The integrity of the daily vehicle movements profile was first challenged in a document published on the planning portal **ten months ago**. Despite many subsequent documented attempts by Vectos to disguise the evidence underpinning that challenge, the fact remains the same; the declared daily vehicle movements total is significantly understated, with staff vehicle movements missing.
4. While the missing vehicle movements are concealed in part by the applicants' omission of employment numbers from the original Application document, the under-called traffic movements were clearly convenient to the applicant, enabling favourable calculations by both Environmental Health and Highways Office consultees.
5. Access to continuous collection and storage of traffic data on the HCC Traffic Database would render **Condition 10** relevant, precise and enforceable thereby meeting NPPF tests. Instead, the OMP before you reports **only a fraction of the data, infrequently and months in arrears**, patently failing those tests. The revised OMP is unfit for the purpose defined in **Condition 4**, and grossly inadequate for the purpose of **Condition 10**. This raises serious questions of the internal procedures followed at both HBC and HCC which have allowed this document to be recommended.
6. Fellows Planning states¹ that *"For commercial reasons we are not able to share this information with third-party organisations or services. This approach has been discussed at length with both councils"*.
 - a) What legitimate reason is there for the occupier to withhold 24/7 traffic data? Without the complete data, HBC/HCC cannot perform accurate and timely monitoring of the occupier's use of highway services.
 - b) Without the complete data, HBC lack the evidence to monitor compliance with the existing planning approval and will be unable to assess and cost any future applications by the occupier for increases in permitted traffic generation at the site.

¹ Interview with The News, published on 27 January

APP/21/01244 – 32 New Lane – Changes to Planning Conditions

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- c) On what legal grounds have HBC and HCC Officers accepted ‘commercial reasons’ as a justification for the occupier’s clear refusal to provide timely, accurate and unfiltered traffic data as correctly conditioned?
 - d) Why is there no evidence of the ‘*discussion at length with both councils*’ in the Planning Portal?
7. Vectos state that 95% of the delivery traffic needs to access the Strategic Road Network at the A27/A3(M), yet the impact of that additional load on the SRN appears not to have been reviewed by **National Highways**, the statutory authority currently challenging Vectos data at Brockhampton West.

Amazon, now **widely understood to be the occupier** with Vectos as retained transport consultant, are following a common tactic using anonymity, unreasonable non-disclosure of essential detail and obfuscation of transport documentation at multiple local authorities throughout the UK.

The ease with which HBC Planning Services have capitulated is astonishing and warrants detailed examination. HBC/HCC should ensure that the documentary record of their analysis and decision making is complete, accurate and auditable. If the Planning Committee votes to approve, Members would be advised to be certain of their reasoning.

The reason that this application was submitted is clear in the ‘Planning Statement’. The changes requested would, if approved, be to **“the advantage of stakeholders** [Havant Property Investments Ltd] **in addition to making the conditions commercially acceptable** [to ‘the intended occupier’ – now widely understood to be Amazon]”.

This variation of Conditions would certainly not be to the advantage of Havant Borough Council, Hampshire County Council, or the residents of the Borough and must be rejected.

**Deputation from Havant Climate Alliance and Friends of the Earth
to Planning Committee on 3rd February 2022 re.
Planning Application 21/01244.
Variations to Planning Conditions for 32 New Lane, Havant.**

We share the concerns raised by Havant Civic Society about variations to the original planning conditions because of:

1. The likely impact of traffic from this site, on traffic congestion, air pollution and carbon emissions, in and around Havant Town. This will be from the start of the operation and may increase in future years. We wonder what parameters are being used by HBC and HCC if they say that there will not be a significant impact given the figures supplied by the operator.

2. Given this situation it is important that local Councillors should be in a strong position to negotiate with the operator, throughout the life of the operation. To be in a strong position, it is vital that they can refer to adequate and accurate data. With reference to Condition 10, Traffic Monitoring Data, we would have confidence in traffic survey data fed direct into HBC or HCC databases, which can be available for the Councils to access at any time, throughout the life of the operation. Instead the operator is proposing that an independent company monitor for just the first 5.5 years of the operation and that during that time HBC can only access data for limited periods, 1 or 2 weeks in 4, or less. While it is proposed that HBC can choose which weeks it wants the data from, and there will be reviews of this arrangement, the new condition would significantly limit the amount of data available to HBC and so could leave them in a weaker position to negotiate, long term. It would be the equivalent of negotiating with their hands tied behind their backs. This would not be the robust condition described.

3. With reference to Condition 9, the proposal to not require livery for all vans is unacceptable as it prevents HBC and the public from identifying clearly the numbers using rat runs especially south of New Lane or causing congestion in specific areas of the town. The proposal to replace this safeguard with a proposal for the operator to keep check on the vans through on-site Number Plate Recognition Cameras monitored by an independent company is not acceptable. Again it is proposed that this arrangement should only last 5.5 years with HBC only being able to access it 1 month in 3. Training for drivers and information packs cannot be relied upon when they are under time pressure for deliveries. The changes to Condition 9 would also leave HBC in a weak negotiating position.

4. We can support the requirement for PV Solar Panels on the warehouse roof although we think that more could be fitted. The proposal to comply with best BREEAM building standards is to be welcomed. We can also support the proposal for EV charge points but would like to see more than 20% initially with infrastructure in place to install 100% as soon as possible to offset high carbon emissions.

5. We also agree with the proposed Condition 30, requiring the establishment of a Community Liaison Board with local residents, local businesses and ward Councillors.

6. However we urge our local counsellors to consider the long term impact of losing control of vital traffic data and how this may effect the well-being of your residents in future years.

Patricia Brooks

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APP/21/01244: Variation of conditions – 32 New Lane Response, Shelley Saunders – 3rd February 2022

Further to my deputation on the 9th September and my concern of high traffic volumes, I wish to stress that my concern has not changed. Having listened to residents living close to the development it is clear that many have very serious concerns on the impact on the local community and the wider problem of traffic in the Havant Town area.

A variation to the adequate conditions already put in place should not be approved without scrutiny and validation that the anticipated traffic volumes are correct. ***If the operator is confident in their own data (2,415 traffic movements) surely the conditions in place should not be a problem for the operator to meet?***

Councillor Crellin asked me on the 9th September what evidence I have that the data in the application is understated. As Cllrs and planning services may know it is very difficult for a member of the public to access such data without a licence. Therefore, I have spent some time investigating other applications in an attempt to further highlight my concerns on traffic volume projections; the data is not readily available. What I can tell you is that having worked at the New Lane site for many years, a pharmaceutical distribution centre is completely different to a small parcel distribution centre; the previous occupier's data should not be used as a point of reference as it is not an 'apples for apples' comparison.

It would be prudent to request the operator provides vehicle movement data based on the estimated parcel delivery volumes from the site. This data must be available in the operator's business plan, planning & management software or from other last mile sites.

Shelley Saunders - Local Havant Resident and Coordinator Havant Green Party (views expressed are my own)

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DEPUTATION

32 NEW LANE, HAVANT – S73 APPLICATION
PROPOSED AMENDMENT TO CONDITIONS 4, 9, 10 & 28 (APP/21/00200)

DATE: 01/02/2022
AUTHOR: NF V.5

The proposals to redevelop the former Pfizer site were approved in October 2021 to grant planning permission for a new parcel distribution centre for the local area. The approval followed an extensive review and a robust assessment of traffic generation associated with the use.

Regrettably whilst the intention of the applied conditions was understood and accepted, the precise nature of the conditions was not known prior to planning committee agenda being published. The current application seeks only to amend the mechanism for measuring compliance with planning restrictions and to make the conditions more precise and enforceable. This is to the advantage of the Council and to the intended occupier.

After lengthy discussions with the Highway Authority and Local Planning Authority, an updated Full Operational Management Plan (OMP) has been submitted in association with Condition 4. The OMP commits to effective ways to prevent potential rat running through a clear Vehicle Routing Strategy. The OMP also demonstrates how all vehicles using the site will be monitored each day in line with Condition 10. There is a daily cap of 2,415 vehicle movements and the impacts of these traffic movements, particularly during the peak hours, have been rigorously tested to ensure the use will not have a negative impact on the local highway network. For the avoidance of doubt the quantum of movements is identical to that assessed previously and remains lower than the past occupiers.

Routing Strategy

The Routing Strategy specifies that only deliveries to households within a limited geographical area will be allowed to travel south down New Lane, the only exceptions to this are in rare circumstances when the use of other routes would be not possible or dangerous.

Reliance on branded vehicles would not have provided any indication as to whether a vehicle had a need to travel south, and would be ineffective at monitoring the distribution of traffic. The now proposed installation of CCTV cameras, alongside the Actual Traffic Counters on all entrances is a more precise and technologically advanced way of monitoring the site.

All HGVs would continue to use Crossland Drive, alongside the majority of the traffic associated with the site.

Traffic Levels

The intended occupier has accepted a daily cap on the number of vehicles entering and leaving the site and this will be monitored to ensure that the intensity of use will sit within the parameters assessed.

An independent monitoring company will install and maintain the cameras and traffic counting equipment on-site. They will also provide an analysis of each access, throughout the day and by vehicle type which will be shared with the operator and Local Authorities.

Continuous traffic data will be provided for the first 18 months, in a quarterly report. After 18 months, if the occupier is operating within the parameters of the OMP, the frequency and duration of reporting will be reduced to two weeks every quarter until the end of the monitoring period (after 5.5 years). It should be noted that throughout the determination period of the current application the applicant has worked collaboratively with the Local Planning Authority and Highway Authority and has substantially modified the Operational Management Plan to ensure that the monitoring period and frequency was agreed to be acceptable.

Community Engagement

A **Community Engagement** condition is proposed which sets out a clear commitment from the intended occupier to engage with the local community. This is following the request by Members at the original planning committee, which is considered more precise and enforceable than the informative applied to the decision notice previously.

Employment and Skills

The revisions sought to Condition 28, relate to the **Employment and Skills Strategy**. It is proposed to split this into two separate conditions to make the requirements more precise between developer and occupier responsibilities and commitments. Four local residents have been employed during the demolition process and the contractor is making good progress on other requirements, such as engaging on campus with students at HSDC. Further meetings are also being diarised with the intended occupier and economic team / local job centre representatives, given the broad range of job opportunities that would result if planning permission is granted for the amendments sought.

Summary

The S73 application does not propose any alteration to the proposed operation previously considered acceptable at this site. It seeks to improve the precision and enforceability of conditions relating to transport, employment and community engagement. The New Lane Industrial Estate is recognised as an important employment area and the proposals safeguard the site for this purpose.

WORD COUNT: 749 / 750

ADDENDUM

DEVELOPMENT MANAGEMENT COMMITTEE
DATE 3rd February 2022

Response to Deputation and representation Mr Comlay (on behalf of Havant Civic Society and the New Lane Residents)

The following response has been provided by the Highway Authority:

The revised monitoring requirements for Condition 10 means that continuous traffic data will be received for the first 18 months of site operation, supported by 4 weeks' worth of raw data to cross reference against the data provided within the quarterly monitoring reports. HBC/HCC can specify when they would like to see the 4 weeks of data over the quarter. If the proposed occupier works within the confines of the agreed traffic flows, they can discuss the potential for reducing the monitoring requirements after the first 18 months of operation with HBC and HCC.

The monitoring report will identify any exceedances in the agreed traffic flows and trigger discussions for remedial action should the recorded flows be higher than the proposed occupier's traffic data (shown in Appendix A of the OMP). The revised monitoring proposal is therefore considered suitable for monitoring the operation of the site and ensuring that the proposed occupier operates within the agreed traffic levels for the development.

The application has been assessed on its own merits and the Highway Authority have confirmed that the site will operate without a severe impact on the local road network, with the traffic flows restricted to those observed within Appendix A of the OMP. Any future application to increase operations on site would require a revised assessment, including updated traffic generation information.

When responding to deputations ahead of the planning committee for the original planning application (APP/21/00200), the Highway Authority acknowledged that the data could have been presented more clearly throughout the process. However, the proposed occupier data set out in Appendix A of the OMP details when movements will be made across the day, split down into vehicle type and which access will be utilised. This data underpins the assessment undertaken at planning.

The Highway Authority were satisfied that during the AM and PM peak hours, the local road network will continue to operate within capacity. The crux of the matter is therefore one of residential amenity, rather than highway impact.

The following additional comments are provided by HBC Officers:

The identity of the occupier is not considered relevant to the determination of this planning application. Consideration on the original consent was based on the development and use proposed as set out in the application and tested during the planning process. The S73 application to vary/amend planning conditions is being considered on its merits. Government advice in relation to the use of planning conditions states *'Planning permission usually runs with the land and it is rarely appropriate to provide otherwise'*.

The operation of vans is considered in the Committee Report at paragraphs 7.37-7.41, this sets out the element of off site van use anticipated during the initial stages of the operation. It should be noted that total vehicle movements remain capped as per the original consent.

In relation to employment profile and original Condition 28 this was set out in the Committee Report in relation to the original planning permission as follows:

In terms of jobs created, the submitted statement refers to the creation of a 'broad range of jobs' and further details are provided in the Employment & Skills Note which states:

The proposed warehouse will provide a range of employment opportunities at a variety of skill levels. This will include the following activities:

- *Warehouse staff*
- *Drivers*
- *Administration*
- *Managerial, professional and technical occupations*
- *Other (including ICT, customer service, sales and engineering)*

The occupier's estimate is that the proposed development would create over 70 permanent jobs, dozens of flexible work opportunities and 100s of driver opportunities. In the busiest periods there will be over 200 people on site.

The Employment and Skills Plan will seek to maximise training and employment opportunities during the construction and operational phases of the development for local people.

The Councils Economic Development Team raise no objections to the wording of the revised Employment and Skills conditions (now conditions 28 and 29 to reflect the construction and occupation phases).

In relation to condition 9 the main concerns raised in relation to routing in the original consent related to vehicles travelling South down New Lane and across the level crossing towards Havant Town Centre:

It is considered important to ensure that the distribution of traffic avoids significant routing to the south of the site and in particular via New Lane across the level crossing towards Havant Town Centre passing residential properties and Fairfield Infant School.

As set out in the Current Committee Report it is considered that the alternative conditions would allow for appropriate monitoring and control over such routing.

It is considered that the proposed conditions meet the tests for such conditions and have been agreed by the Highway authority.

It is considered that the OMP address issues of routing appropriately.

The use of CCTV camera monitoring and Automatic Number Plate Recognition can clearly identify vehicles routing south through the town centre.

The level of monitoring secured is considered acceptable and appropriate to address potential issues arising from the sites operation.

The assessment of this application by the Highway Authority has not identified that the development is *'likely to result in an adverse impact on the safety of, or queuing, on the strategic road network'* a consultation with National Highways is not therefore considered to be required.

Comments in relation to operations and planning applications by Amazon elsewhere are not considered relevant to the consideration of this S73 planning application. The application by any intended occupier must be considered on its own planning merits.

Response to Deputation Patricia Brooks (on behalf of Havant Climate Alliance and Friends of the Earth)

Impacts of development on the surrounding area have been considered in detail.

It is considered that the monitoring proposed in the Operational Management Plan provides an appropriate level of information over an extended period to HBC/HCC.

Changes to condition 9 with CCTV monitoring of traffic south of the site is considered acceptable as set out in the Committee Report.

In relation to sustainability, as set out in the Committee Report on the original permission:

The application is supported by a BREEAM Pre-Assessment which confirms that the target rating is for 'Excellent' under BREEAM. This would exceed existing policy requirements of 'Very Good' and accord with emerging policy requirements. Conditions are recommended to require 'Excellent' BREEAM is achieved.

It is proposed to provide PV energy production to the southern warehouse roof slope which is considered appropriate in terms of on site energy production.

The proposal also includes the provision of electric vehicle charging points within the decked van parking at a rate of 20%, the other spaces in the decked parking having the infrastructure pre-installed for increasing this provision. These measures taken together are considered to accord with adopted policy CS14 (CS) and are a proportionate response to emerging policy ING3 (SV LP).

It is considered that these measures meet or exceed existing policy requirements and they would be secured by Conditions 8, 22 and 23.

Response to Deputation Shelly Saunders

Section 73 applications allow applicants to seek to amend planning conditions imposed.

HCC as the Highway Authority has considered in detail the parameters to be used in assessing the vehicular movements from the site. It is recognised that a distribution centre is different to the former pharmaceutical use and this has led to the conditions proposed and the S106 highways improvements secured.

6 Community Involvement

Representations

Two additional representations and four further comments objecting to the proposals have been received.

Highway Matters

- Will vans be electric? If so, will they all be charged on site or using public charging stations in/around Havant? **Officer Comment** See above re EV charging points on site.
- Taken out workers travelling by public transport to travelling by other means.

- No speed limit signs on New Lane – aware of vehicles using New Lane as Racetrack. **Officer Comment:** This would be a matter for the Highway Authority regarding signage and the Police in relation to enforcement.
- Delivery vehicles will also not adhere to 30mph speed limit.
- Originally stated all delivery vehicles to be returned to site overnight and drivers swop to own vehicles to travel home - no longer in text.
- Impact on local parking – and not branded
- Concerns over inaccuracies/inconsistencies between text and vehicle numbers.
- Impact's on New Lane and Eastern Road junction. Likely to be main route for non occupier liveried vans. Disruptive to those living nearby and adding to Havant's congestion.

Livery/Branding – Condition 9

- Branded vehicles could be identified rat running
- Only 5 vans per day to travel south down New Lane – really!
- Vans identified by CCTV not by residents as unmarked.
- Concern over penalties for vehicles travelling south on New Lane when not meant to.
- Uphold original condition
- Concern over one 'bogus' Havant delivery in each vehicle so vehicle can use any route.
- Essential condition remains in place. Fundamental to monitoring of traffic movements.
- Without branding Councillors inboxes will be full of complaints from residents about white vans proceeding south on New Lane that actually refer to vehicles with no connection to 32 New Lane.
- Lead to Council officers wasting much time investigating complaints that turn out to be spurious or genuine. Branding will assist Councillors, officers and site operator by ensuring traffic complaints well-founded.
- Permission must not be altered in any way- why do they not want vehicles branded like DPD, DHL, DX Express? Is it because they don't want their vehicles identified because of traffic monitoring – Plain vans cannot be identified.
- Residents must be put first.

Traffic Monitoring – Condition 10

- Specify continuous monitoring – assume 24/7 for 18 months. Previously couple of hours over 6 months at less busy times. 4wks every quarter. Then down to 2wks after first year.
- What is daily cap on vehicles? **Officer Comment** The total daily vehicle movement in the OMP remains 2,415
- All vehicles in and out must be counted by type and the direction arrive from/go to.
- Data must be available promptly to HBC to monitor site usage.
- Concern over independence and process to produce 'reports' from the data base as occupier paying for service. Who is overseeing this?
- Commitment of operator to provide "continuous traffic data" for first 18 months of operation welcomed.
- Why stop after 18 months? Desire to reduce data collection and reporting to minimal and infrequent levels must be resisted.
- Since collected by "Automatic Traffic Counters" there is no reason why data cannot be collected continuously, collated daily and provided immediately to HBC/HCC.

- Process can be readily automated and not impose burden of time or cost on operator.

Impact on School / Nursery

- St Albans School very close and students walking/cycling to from Warblington, Fairfield, Glenwood, Bosmere, Havant Academy and HDSC. Will increase once covid levels stepped down and normality resumed.
- Traffic monitoring during covid restrictions not representative of traffic flow in New Lane. No consideration of housing developments being built at Colt and sites on Barton's Road/Horndean Road – or Community Hospital and two long & short term mental facilities close to site.

Employment and Skills Plan (Condition 28)

- Only want people 18-24 – what number of jobs are available?

Community Liaison (Proposed Condition 30)

- Welcomed

Development Concerns (*Relating to principle of development – already established*)

- New Lane site will be working 24/7. No other businesses in vicinity do this.
- Environmental impact on local households – light pollution, noise pollution, environmental pollution, mental and physical impact not taken into account.
- Site now in middle of residential area.
- Local deliveries 1% of parcels delivered, therefore 99% elsewhere – so why in middle of residential area?
- Why is site like Colt for additional housing or infrastructure of doctors, dentists etc – things needed by community in this area (especially with local house building).
- Not suitable for huge delivery hub – surely more convenient areas in borough with better access and lower impact on locality.
- Concern over noise of operation - unsuitable site.
- Need public meeting to discuss these and other points.
- Other sites more suitable.
- Concern in relation to over-development of the area.

Other Matters

- Demolition phase concerns

7 Planning Considerations

The following amendments to the Committee Report are required (changes in bold):

- 7.15 Given the above previously considered and approved vehicle movements and routing of delivery vans to the south of the site the OMP then considers how this is to be monitored and this leads onto the conditions necessary to achieve compliance with the vehicle movements and routing. This will be compared with the original conditions 9 and 10 further in paragraphs 7.25-**7.41** below.
- 7.18 The requirements for reporting the ATC to the Council and County Council, the frequency of reporting, the extent of monitoring periods and the ability of HBC to

agree the periods of monitoring have all been explored in detail by the Councils and the Applicants representatives and the position reached in the OMP is set out below in paragraphs 7.34 – 7.36.

- 7.21 The requirements for reporting the routing of vans to the Council and County Council, the frequency of reporting, the extent of monitoring periods and the ability of HBC to agree the periods of monitoring have all been explored in detail by the Councils and the Applicants representatives and the position reached in the OMP is set out below in paragraphs 7.28 – 7.31.

9 Recommendation

The following sets out the details of Condition 2:

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

Plans:

Proposed Warehouse Elevations Drawing Number 2101-S4-P6
Proposed Warehouse Floor Plan Drawing Number 2102-S4-P6
Proposed Van Parking Deck Plan - Levels 0 & 1 Drawing Number 2103-S4-P4
Proposed Van Parking Deck Plan - Levels 2 & 3 Drawing Number 2104-S4-P4
Proposed Warehouse Roof Plan Drawing Number 2109-S4-P3
Site Location Plan Drawing Number 2001-S4-P3
Proposed Site Plan Drawing Number 2003-S4-P7
Proposed Site Plan Grade Level Drawing Number 2003A-S4-P3
Proposed Building Overlay Drawing Number 2004-S4-P3
Proposed Parking and Vehicular Movements Drawing Number 2005-S4-P5
Existing and Proposed Site Section Drawing Number 2006-S4-P7
Proposed Boundary Treatments Plan Drawing Number 2008-S4-P3
Proposed Guard Hut & Guard Cabin Details Drawing Number 2009-S4-P3
Proposed Cycle and Smoking Shelter Details Drawing Number 2010-S4-P3
Proposed Height Restrictor & Vehicle Barrier Details Drawing Number 2011-S4-P3
Landscape Masterplan Strategy Drawing Number LLD2077-LAN-DWG-010 Rev 03
Tree Constraints Plan Drawing Number LLD2177-ARB-DRG-001 Rev 03
Tree Retention and Protection Plan Drawing Number LLD2177-ARB-DWG-002 Rev 04
Bulk Earthworks Analysis 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-220 Rev P02
Levels Strategy 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-206 Rev P05
External Lighting Lux Level Plot Drawing Number 10290-PL-100 Rev B
External Lighting Intrusive Lighting Renders & Calculation Points Drawing Number 10290-PL-101 Rev B
Access Road General Arrangement Drawing - Drawing Number LLD2177-LAN-DWG-150 Rev 03
Proposed Junction Layout with Landscaping Overlay Drawing Number 205452/PD14

Documents:

Consultation Summary Fellows Planning dated 18/01/2022
Operational Management Plan Kingsbridge Estates January 2022
Vectos GDPR Ref 205452/N14 3rd December 2021

Planning Statement Luken Beck February 2021
Design and Access Statement SMR Architects 7379/DAS/V3 February 2021
Transport Statement - Vectos February 2021
Supplementary Transport Assessment - Vectos July 2021
Transport Assessment Addendum - Vectos - Bus Services 205452/N09
Daily Trip Generation Note - Vectos - 205452/N10
Highways Response Note - Vectos 205452/N13
Travel Plan - Vectos January 2021
Non-Motorised User Context Assessment -Vectos February 2021
Air Quality Assessment Delta-Simons Project No. 20-1275.01 Issue 2 January 2021
Air Quality - Response to Havant Borough Council Environmental Health Comments Delta-Simons Project Number 20-1275.03 24th May 2021
Air Quality - Response to Havant Borough Council Environmental Health Additional Comments - Delta-Simons 20-1275.03 18th August 2021
Noise Constraints Assessment Tetra Tech A118298 February 2021
External Artificial Lighting Assessment Report KTA Report Number IDS/JG/10290/PL1/R1 February 2021
Pfizer Biotech Incumbent Lighting Survey KTA 10290-ELR-100 8 December 2020
Existing Tree Schedule Lizard Landscape Design and Ecology Project Reference LLD2177 Rev 02 February 2021
Arboricultural Impact Assessment and Method Statement Lizard Landscape Design and Ecology Project Reference LLD2177 Rev 02 8 February 2021
Flood Risk Assessment Pinnacle Consulting Engineers Flood Risk Assessment C200810-PIN-XX-XX-RP-C-01 Version 4.0 9 February 2021
Drainage Strategy Report Pinnacle Consulting Engineers C200810-PIN-XX-XX-RP--02 Version 8.0 9 February
BREEAM Pre-assessment Yonder Job Nr. 2225 Rev A 29 January 2021
Phase 1 Environmental Assessment EPS UK20.5052 Issue 4 25 January 2021
Construction Management Plan TSL Issue No.3 12th January 2021
Landscape and Visual Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 9 February 2021
Landscape and Visual Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 Appendix E
Landscape Design Strategy Lizard Landscape Design and Ecology Project Reference LLD2177-LAN-REP-001 Rev 2 30th June 2021
Ecological Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177 Rev 03 26th May 2021
Statement of Community Involvement Luken Beck January 2021
Construction Employment and Skills Framework Plan Fellows Planning uploaded 26th August 2021
Employment and Skills Note uploaded 26th August 2021
Outline Remedial Strategy & Implementation Plan EPS Project Reference UK20.5052D Issue 2.1 24th May 2021
Dialux External Lighting Assessment Report Thorux Lighting Report Number JW/LW/540939/DLX
Framework Delivery and Servicing Management Plan - Vectos July 2021
Framework Car Park Management Plan - Vectos July 2021

Reason: - To ensure provision of a satisfactory development.

