
Site Address: 32 New Lane, Havant, PO9 2NG
Proposal: Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.
Application No: APP/21/00200 Expiry Date: 04/08/2021
Applicant: Mr Hooper
Havant Property Investment LLP
Agent: Mr G Beck Case Officer: David Eaves
Luken Beck MDP Ltd
Ward: Bondfields / St Faiths (Part)

Reason for Committee Consideration: In accordance with the Constitution of the Council – the application proposes Large Scale Major Development and at the request of Cllr Rennie

Density: N/A

HPS Recommendation: **GRANT PERMISSION**

Executive Summary:

This application is for the demolition of existing buildings which are related to the existing Pfizer pharmaceutical operation which is coming to an end at Havant and redevelopment of the site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.

The site lies within a long established industrial area which includes a range of business uses providing employment opportunities. The importance of New Lane is emphasised by the proposal to define New Lane as an established employment area in the Havant Borough Local Plan Submission version on the Proposals Map.

The Pfizer site has in the past been an important source of employment, with their decision to close the Havant site it is considered important that a new use is found for this significant site which would continue to offer employment including to local people.

The current proposal is for a 'last mile' delivery distribution warehouse and is considered to be reflective of the trend towards on line retail which has been increasing significantly in recent years, a trend exacerbated by the Covid pandemic.

Whilst the development includes a reduction in the floorspace on site, it would result in new buildings set closer to New Lane than existing buildings and in a different form of development. The buildings are lower than the existing tallest buildings on site but it is recognised that they will result in a different visual impact. It is considered that the impact of the proposal on the character and appearance of the area is acceptable.

The proposal would result in 24 hour shifts at the site and potentially different impacts to nearby residential properties to the east of the Portsmouth/Waterloo railway line, to

the west of New Lane and to the South of the site. These have been considered in detail in consultation with Environmental Health and subject to the imposition of conditions the development would have an acceptable impact on residential amenity.

Highway matters are a significant aspect to the proposed development and have resulted in significant concern from residents and the Havant Civic Society. The Highways Authority have considered and tested the transport information submitted with the application. Overall and subject to final matters being clarified and the imposition of S106 requirements and planning conditions, it is considered that the development would have an acceptable impact on the highway network including in relation to pedestrian and cyclist safety. The Highways Authority raise no objections to the development provided S106 and condition requirements are secured.

In relation to drainage, flood risk and contamination, subject to appropriate conditions it is considered that the impact of the development can be suitably addressed and mitigated.

Ecological impacts and mitigation / enhancement would be secured by the imposition of conditions, and landscaping including tree protection can also be secured by condition and S106 requirements (S106 in relation to off site landscaping).

Subject to final satisfaction of outstanding highway matters and a number of conditions and S106 Agreement requirements it is considered that planning permission can be recommended.

1 Site Description

- 1.1 The site is located on the eastern side of New Lane, within a long established industrial area. Wyeth was established at the site since the 1950s and Pfizer took over the site in around 2010. Pfizer have been reducing their occupation at the site in recent times and are understood to anticipate leaving the site shortly.
- 1.2 The operations at the site have historically concentrated on the manufacturing of pharmaceutical products but more recently relate to the packaging and distribution of products that are manufactured off site and most recently the site has also stored products during the Corona Virus response.
- 1.3 The extensive complex of buildings on the site date from various periods from the 1950s to the current decade. They vary in design and scale with the tallest and most imposing building on site being the high bay warehouse for storage of pharmaceutical products permitted in 2002. In 2011 the construction of a new cold storage warehouse facility was granted planning permission.
- 1.4 The site is accessed off New Lane (two access points). The Portsmouth to Waterloo railway line runs to the rear of the site. Parking is provided at the front of the site with further parking adjacent to the high bay warehouse, and adjacent to the north side distribution warehouse. The current application shows access to the proposed site being taken from the Southern and Northern Access points and from a new northern access to New Lane.
- 1.6 The closest residential properties are located on the west site of New Lane and to the east of the railway line (Nutwick Road) together with a small number of properties fronting New Lane to the south.
- 1.7 The proposal now under consideration relates to the demolition of existing buildings on

site and a comprehensive re-development comprising the erection of a distribution warehouse (class B8) with ancillary offices and facilities, vehicle storage deck, new access to New Lane and with landscaping and associated infrastructure.

2 Planning History

2.1 There is a long planning history associated with the site and the most relevant recent planning history is given below:

00/52191/026 - Demolition of SMA building and erection of a new high bay warehouse for storage of pharmaceutical products (to east of SMA building), S106,12/02/2002

03/52191/032 - New security building to north of car park., PERM,16/06/2003

03/52191/033 - Application to crown raise two Holm Oak trees (T1 & T2) subject to TPO 1034., PERM,02/07/2003

03/52191/034 - New HVAC plant for warehouse located in south east corner adjacent to railway and north west corner close to Stanbridge Road entrance., PERM,20/11/2003

04/52191/035 - New HVAC Plant for Warehouse situated in South East corner adjacent to railway and North West corner close to Stanbridge Road entrance (resubmission), in order to seek a revision to Condition 3 of planning permission 03/52191/034 with respect to noise level., PERM,26/03/2004

04/52191/036 - Application to fell Poplar tree, T2 subject to TPO 1034., PERM,11/10/2004

07/52191/037 - Re-roofing of existing pitched structure with one DDA compliant reception., PERM,03/09/2007

08/52191/038 - Alteration to existing access and associated works. Facade reinstatement post demolition., PERM,02/05/2008

08/52191/039 - New pallet store (108.75 sq m) abutting existing maintenance building which will also be re-clad to match adjacent buildings., PERM,09/06/2008

08/52191/040 - New Packaging Hall extension and new electrical intake switchboard., S106,16/09/2008

08/52191/041 - Discharge of Condition No.s 2,3,4,5,6,7,9,10,12,13,15,19,20,22 and 23 of Planning Permission 08/52191/040., PERM,12/11/2008

08/52191/042 - Discharge of Condition 2 of Planning Permission 07/52191/037., PERM,23/12/2008

09/52191/043 - Variation of Condition No. 22 of Planning Permission 08/52191/040 to allow for the insertion of 2No. additional double windows to the east facing elevation of packaging hall., PERM,18/05/2009

09/52191/047 - New raised roof parapet to existing site building, south elevation of building 'M'. , PERM,27/01/2010

APP/10/00902 - Application for the temporary Planning Permission for the siting of

8No. Portacabin and 6No. steel containers with hardstanding area., TPP,17/01/2011

APP/10/00955 - Construction of new cold storage warehouse facility.,
PERM,28/02/2011

APP/11/00298 - Discharge of Condition No/s 2, 3, 4 and 10 of Planning Permission
APP/10/00955., PERM,23/06/2011

APP/11/00969 - Discharge of Condition No/s 12 & 13 of Planning Permission
APP/10/00955, PERM,14/07/2011

APP/11/01212 - Application to determine whether prior approval is required for the
method of demolition of 5No. buildings (including: main administration building (u);
workshop (t); boiler house (r); warehouse (q) ;and iff/wch building (s)) and any
proposed restoration of the site., PARR,06/09/2011

APP/11/01460 - Application to determine whether prior approval is required for the
method of demolition of 5No. buildings (including: main administration building (u);
workshop (t); boiler house (r); warehouse (q) ;and iff/wch building (s)) and any
proposed restoration of the site. (Revised application.), PARR,21/10/2011

APP/12/00117 - Installation of 9No. windows at second floor level, south and east
elevations., PERM,04/04/2012

APP/12/00164 - Erection of a new section of palisade security fencing to height of
2.65m, to sub divide north and south sites at 32 New Lane., PERM,05/04/2012

APP/12/00600 - Discharge of Condition No. 2 of Planning Permission APP/12/00117.,
,26/07/2012

APP/13/00404 - Remodelling of north elevation to incorporate demolition of existing 3
storey offices; installation of loading doors, new cladding provision of service yard and
reorganisation of parking areas. Over cladding of west elevation., PERM,27/06/2013

APP/13/00836 - Installation of ground mounted solar PV modules in two phases.,
PERM,16/10/2013

APP/13/00837 - Erection of new metal-clad substation enclosure., PERM,16/10/2013

APP/14/00378 - Insertion of 2No. new fire escape exit doors in west elevation of Block
N, PERM,03/06/2014

APP/15/00365 - Replacement of two existing external stand alone blast freezers with
one large blast freezer building with integral link to existing warehouse facilities.,
PERM,26/06/2015

APP/16/01061 - Application to determine whether prior approval is required for the
method of demolition of building including slab removal and any proposed restoration
of the site., PAYA,10/11/2016

APP/16/01100 - Extension of existing site security offices to form new reception area
and ancillaries., PERM,04/01/2017

APP/16/01142 - Erection of prefab building to house electrical services.,
PERM,20/12/2016

APP/17/00257 - Refurbishment of existing Site Security Offices with new side extension to form new reception area., PERM,05/05/2017

APP/17/01085 - Erection of replacement perimeter security fencing along the northern and eastern boundaries of the site with 2.4m high painted palisade fencing., PERM,07/12/2017

APP/19/00532 - Erection of new and replacement perimeter security fencing 2.4m high with new security gates at site entrances along the North Western boundary., PERM,19/07/2019

APP/21/00783 - Application to determine whether prior approval is required for the method of demolition of buildings including slab removal and any proposed restoration. Prior Approval Required (Current Application)

3 Proposal

Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.

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

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS3	(Skills and Employability)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM16	(Freight Transport)
DM3	(Protection of Existing Employment and Tourism Sites)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Submission Version Havant Local Plan

E23	(Air Quality)
E22	(Amenity and pollution)
E21	(Aquifer Source Protection Zones)
E24	(Contamination)
DR1	(Delivery of Sustainable Development)
E20	(Drainage infrastructure in new development)
IN5	(Future management and Management Plans)
E1*	(High quality design)
IN2	(Improving transport infrastructure)
E3	(Landscape and settlement boundaries)
E12	(Low carbon design)
E19	(Managing flood risk in new development)
E15	(Protected species)
C1*	(Protection of existing employment sites)
E14	(The Local Ecological Network)
IN3	(Transport and parking in new development)
E18	(Trees, hedgerows and woodland)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist

The Tree Constraints plan, AIA, AMS and TPP supplied by Lizard are comprehensive documents and if fully adhered to will allow for the retained trees on this site to grow on unharmed in the future and in some instances for some trees the immediate rooting medium will be improved due to the removal of hard surfacing and the introduction of soft landscaping.

There are a number of trees required to be removed to facilitate the development, but none could be considered specimen or irreplaceable and will be more than adequately mitigated for with the proposed new tree planting scheme. The site will in fact be improved in terms of tree cover rather than negatively affected.

In terms of the part hedge removal, I defer to our colleagues in CELT for their opinion.

If permission is given for this application, then the following must be conditioned to ensure the trees are adequately protected:

- Pre commencement site meeting with Site Agent, Arb Consultant and HBC representative to ensure that all tree protection is correctly in place.
- The AMS and TPP must be strictly adhered.
- Any new underground servicing must be undertaken outside of tree RPA.
- All works within the RPA must be supervised by the Arb Consultant.
- New trees must be maintained and any losses that occur in the first 5 years must be replaced by the site owner / lease holder.

Officer Comment: *Conditions recommended to secure these requirements.*

Building Control

Building Regulation consent will be needed for this development

Fire Authority access will need to be considered around and within the warehouse development

Disabled WC provisions not shown at this time

Additional issues may arise when full plans application submitted

Community Infrastructure

S106 could arise out of consultee responses for this site.

If there are any HBC Heads of Term our monitoring fees can be found on our website <https://www.havant.gov.uk/monitoring-fees>

Countryside Access Team

Please accept this response as being that of the Countryside Service, in relation to this application we are responding on behalf of Hampshire County Council as Highway Authority in respect of Public Rights of Way.

Comment:

Public Rights of Way are unaffected by the proposals. We therefore have no objection.

County Archaeologist

The site lies approximately 300m to the east of the line of a Roman Road, an area where archaeological remains might be expected. However, the site has previously been the subject of extensive development (in the form of the current buildings on site) which has likely removed any archaeological potential. Therefore, I would not raise any archaeological issues.

County Ecologist

Further Comments

The application is accompanied by an Ecological Impact Assessment (Lizard, May 2021). The site is essentially of minimal ecological value, containing a complex of modern industrial structures with areas of hardstanding, patches of amenity-type grassland and some planted trees and shrubs. The site is considered unsuitable for the majority of protected and notable species, and no further survey works are necessary.

If you are minded to grant permission, can I suggest that all ecological mitigation, compensation and enhancement measures are secured by condition.

Development shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Ecological Impact Assessment (Lizard, May 2021) and as shown in the Landscape Masterplan Strategy (Drawing LD2177-LAN-DWG-010, Lizard, February 2021) unless otherwise agreed in writing by the Local Planning Authority. All ecological measures shall be implemented and installed in accordance with ecologists instructions and retained in a location and condition suited to their intended function. Reason: to protect and enhance biodiversity in accordance with the NERC Act 2006, NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Officer Comment: *A condition is recommended.*

Crime Prevention -Major Apps

No comments received

Economic Development HBC

Further Comments:

Here are my requests for inclusion in a condition for the site during construction and occupation.

Developer has demonstrated their support for the Council's Corporate Strategy to create a thriving local economy by locating within the borough and providing an Employment and Skills Framework Plan to ensure local people benefit from local jobs in the construction and occupation phases of their development. The council wish to work with the developer/contractor to take advantage of the opportunity that this site development brings to support its residents into valued employment and training opportunities.

Construction phase

- Deliver on all KPI's as per the submitted Employment and Skills Framework ensuring these opportunities are provided to Havant Borough Council residents as priority
- Provide named person who has responsibility for recruitment and training of onsite personnel in the construction phase.
- Six weeks from agreement of Planning Permission Contractor/Council initial E & S Plan meeting.
- Monitoring meetings to be scheduled with Contractor and the council on a quarterly basis to review progress.
- Contractor to submit evidence to the council proving Havant Borough residents have benefitted from the construction phase of the development.
- Provide press/photo opportunities/case studies involving HB residents before the end of the construction phase.
- Contractor to provide report to the council at the end of construction phase with details of the job, apprenticeship, training, and site visits provided and who benefitted.

Occupation phase

- Provide end user HR contact for recruitment.
- Continue quarterly monitoring meetings into recruitment phase to ensure opportunities are provided for Havant Borough residents.
- Deliver 70 permanent jobs, with priority to Havant Borough Council residents.
- Provide dozens of flexible work opportunities and in excess of 100 driver opportunities with priority given for residents of Havant Borough.
- Provide two press/photo opportunity/case study involving HB residents.

Officer Comment: *A condition is recommended*

Original Comments:

The proposed development is subject of Local Plan Policy CS2 and Local Plan Policy CS3 of the Havant Borough Council Core Strategy Adopted Core Strategy – Adopted March 2011).

Economic Development Office notes that:

The proposed development will provide a new use for the former Pfizer site and will provide active business use now that Pfizer has left the site and freed it for new development.

The initial development follows the Havant core strategy focus on providing new employment to the borough and the reduction of out commuting. This new development will also ensure that previously developed land is reused for new employment floorspace as well as generating wealth and producing an economic output on existing employment sites that are not fit for current purpose. This is in line with Policy CS1 of the Core Strategy.

Emerging Local Plan Policy C1 of the Pre-Submission Local Plan seeks to retain existing employment sites by reinforcing their function and role and therefore the proposal for redevelopment of the site to retain it in business use class is in accordance with the emerging Havant Borough Local Plan 2036.

Given the scale of the development, the Economic Development office seeks that the applicant enters a Local Employment & Training Agreement to increase apprenticeship jobs, promote career opportunities and secure jobs for local residents to contribute towards a reduction in out commuting. This comprises the following mitigation measures:

- An agreement to assist in the placement of the apprentices and unemployed from the local area into jobs during occupation phase.

Negotiation of obligations including; direct labour agreements, training, work experience/ placements and apprenticeships to be implemented before completion of the development.

The proposed development presents an opportunity to build and enhance the skills of the local workforce by providing training and employment opportunities for local residents during the occupation phase.

The Pre-submission Havant Local Plan 2036 sets out in Policy DR2 the council's view on boosting local skill levels and community integration. It states that 'significant new residential and commercial development will be expected to support local people in accessing employment and skills training'.

Also, by providing for local employment and skills needs the proposal would advance the NPPF, in particular paragraph 80 which seeks to enable each area to build on its strengths, counter any weaknesses and address the challenges of the future. The Economic Development Office therefore considers that the proposal supports Local Plan Policies CS2 and CS3 and the National Planning Policy Framework Paragraph 80 in so far as it provides for local employment. The office also recognises the need for a Local Employment & Training Agreement as stated within Havant Borough Council's local plan.

Education Department

Thank you for the opportunity to comment on the above planning application. As it does not provide additional residential dwellings no contribution will be sought for educational facilities.

Environment Agency

Further Comments:

Contamination

This site is in a Source Protection Zone 1C (Confined aquifer), for a major public water supply. This relates to the chalk aquifer which occurs under a thick layer of Clay (London Clay). Provided no pathway through this clay exist or are created to the chalk, any shallow groundwater is not particularly sensitive. However, given the sensitivity of the deep chalk groundwater, basic precautionary controls should be applied to any risk to shallow groundwater. This may necessitate remediation of significant threat to shallow groundwater at this site. We have reviewed the submitted remediation method statement. From the information provided we would have no objection to any of the remediation proposal. We would however highlight the following 3 issues: 1. We have not been provided with the phase 2 site investigation for the site. 2. The remediation strategy just assess human health and there is no apparent assessment of groundwater risks (though this may be addressed in Phase 2) 3. Areas of the site have not yet been fully investigated.

Until these issues have been addressed we cannot comment further on any remediation strategy. As such existing conditions should remain. Drainage All surface water goes to surface water sewer so we have no comments.

Original Comments:

We have **no objection** to the proposed development as submitted, **subject to the inclusion of the following 4 conditions**, in any permission granted.

We consider that planning permission could be granted to the proposed development, as submitted, if the following planning conditions are included as set out below. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

Condition 1

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason(s)

Potentially contaminating activities have been identified on this site. In particular various pharmaceutical and other industrial activities have been highlighted. The site is above the secondary superficial aquifer which would be considered a moderately sensitive controlled water receptor. The chalk principal aquifer and associated SPZ1c occurs at depth beneath the site under a layer of London clay. The chalk would be considered a highly sensitive controlled water receptor. These receptor could potentially be impacted by contamination present on this site.

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

Condition 2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason(s)

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

Condition 3

Prior to occupation of any part of the site, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and confirmed in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason(s)

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

Condition 4

Piling or other deep foundation using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason(s)

To ensure that the proposed Piling or other deep foundation does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

Officer Comment: *The above conditions as amended by Environmental Control*

Officer comments are recommended.

Environmental Health (Environmental Control Officer)

Final Comments:

Observations / Comments:

These additional comments follow a brief review of the Delta Simons Response to HBC Environmental Health additional comments ref. 20-2175.03, 18/08/2021; responding to EH comments dated both 28/07/2021 & 13/08/2021. Delta Simons refer to the latter comments by the date published to the planning portal (16/08/21) – both documents bear the same date, representing a templating error.

Comment 1/Response 1 (correlation, precision & accuracy);

The explanation is noted & accepted. No comments arise.

Comment 2/Response 2 (AADT values, network base-flows):

Noted. No comments arise. The applicant is aware that emerging policy requirements deviate from EPUK guidance. This is not material to the conclusions ultimately drawn, or recommendations made within the 13/08/2021 EH comments.

Comment 3/Response 3 (transport demand estimates, gross, net; consequences for impact assessments):

The transport consultant appears to have focussed upon an obvious typographical error, I was of course referring to the Highways Authority (being HCC), as is clear from the latter response.

I would defend my reference to the fluidity of estimates – estimates have demonstrably evolved between assessments undertaken at different times, and the Delta Simons response itself references recent refinements. All prior comments made are considered remain applicable in respect of likely range of gross- and net-demand, accepting that this will never be a fixed / static figure. As outlined within the 13/08/2021 comments, this is not material to the conclusions ultimately drawn, or recommendations made in air quality terms.

Those comments remain relevant to the consideration of highways impacts, in that the net value assessed for highway capacity purposes represents the average-day peak-period impact, and not the peak-annual-day peak-period impact. Following those comments, recognising that these matters fall outside the remit of Environmental Health, I trust that the development management service &/or committee will appropriately account for highways with a proper understanding of the likely range of impacts, based upon the form of landuse for which permission is sought. No recommendations are made in this respect, it was simply a factor that I needed to be satisfied about to form the baseline to the AQ assessment.

There is no need to address the differences between the AQ modelling scenario & HCC approved flows – I have undertaken a reasonable qualitative assessment based upon the quantum of development (avoiding any double-counting), from which conclusions favourable to the applicant were drawn.

In this sense, notwithstanding the details of estimates net traffic uplift produced for

the highways assessment, the Delta Simons overall conclusions are accepted, and no objections arise.

Comment 4/Response 4 (Omission of most sensitive receptor, Cardinal House);

Response is noted. Benefitting from local knowledge, Environmental Health accounted for a negative dispersal factor which accounts for the monitoring position being further from the source than is the receptor. This does not materially alter the conclusions drawn however, and Delta Simons consideration reflects Environmental Health's qualitative assessment, both in terms of its conclusions, and underlying rationale. No objections arise.

Comment 5/Response 5 (EH qualitative assessment of AQ impact, based upon independently calculated traffic uplift);

There is no conflict between Delta Simons & Environmental Health – given the amended scenario parameters, there is agreement. No objections arise.

Summary

The Delta Simons response provides no reason to materially alter comments made by Environmental on 13/08/2021 (incorrectly dated 28/07/2021), following discussions with the Highways Authority.

Where not covered by the text above, comments from 13/08/2021 are considered to remain valid. I would draw your attention in particular to the recommendations within those comments for the planning conditions proposed by the Highways Authority, which without amendment would be unlikely to have the intended effect.

The prior holding-objection on air quality grounds was-, and in light of the Delta Simons Response 20-2175.03 remains-, withdrawn.

Prior comments and recommendations (recommended suite of conditions) made within the former comments (28/07/2021) in respect of ground contamination remain both valid & applicable.

Officer Comment: *Earlier consultation responses including contamination conditions are contained in Appendix T. The conditions are recommended to be imposed and slightly amend those proposed by the Environment Agency. Highway Matters and Air Quality are considered further in Part 7 (iv) and (v) of this report.*

Environmental Health - Pollution

Further Comments:

Thank you for forwarding the additional information from the agent. This addresses the concerns I previously raised.

The proposed development must be carried out in accordance with the details contained in the acoustic report produced by Tetra Tech ref A118298 dated 09/02/21 which includes a noise management plan in appendix B to ensure residential amenity is protected. I also recommend that the following condition is included in any permission granted due to information on the building services plant to be installed being unknown at this stage:

'Prior to use of the site commencing, an assessment of noise of all fixed plant, machinery and equipment associated with air moving equipment (including fans, ducting and external openings), compressors, generators or plant or equipment of a like kind, to be installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The noise emitted from the use of this plant, machinery or equipment shall not exceed the noise criteria provided in Tetra Tech's Noise Constraints Assessment A118298 rev 3 dated 09/02/21. The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound.'

Reason: In order to safeguard the amenities of adjoining residential occupiers. The details are needed prior to the use of the site commencing so that any additional mitigation measures can be incorporated.

Officer Comment: *This condition is recommended to be imposed.*

Original Comments:

I have reviewed the details provided, in particularly the Noise Constraints Assessment (ref A118298 – rev 3). This considers the potential impact of noise from building services plant, vehicle movements, car park use, unloading and loading, etc. Overall, the assessment suggests that the proposed development is unlikely to significantly harm existing residential amenity. Full details of the proposed building services plant to be installed are not known at this stage so the assessment provides design criteria for future use. No consideration however is given to the potential impact of low frequency noise from such plant which means I am unable to provide full comments on whether this element poses a risk of impact on health and quality of life from noise, or whether low frequency noise which may arise from the proposed development can be adequately mitigated and minimised.

Further information on the potential impact of low frequency noise from proposed building services plant is required before a recommendation can be made of the application.

I have also reviewed the construction management plan and external artificial lighting assessment report and have no adverse comments regarding their contents.

Hampshire Fire & Rescue

Description of Works:

HFRS understands that the project involves Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.

I confirm that Hampshire Fire and Rescue Service (HFRS) has received your application, dated 05 March 2021. The inspector named above has considered the information provided and has made the following comments:

Early Engagement:

The proposal is of great interest to this fire authority due to the size and risks identified. We would like to engage early with the stakeholders on this project, please could early contact be made with the fire engineering & consultation team if the proposal progresses.

Building Regulations: Access for Firefighting

Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations.

Hampshire Act 1983 Section 12 – Access for Fire Service

Access **to** the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (Access to buildings **within the site** will be dealt with as part of the building regulations application at a later stage). Access roads **to** the site should be in accordance with Approved Document B5 of the current Building Regulations.

Fire and Rescue Services Act 2004

The following recommendations are advisory only and do not form part of any current legal requirement of this Authority.

Access for High-reach Appliances

High reach appliances currently operated by the HFRS exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high-reach appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for firefighting may be necessary. You should contact the Community Response Support, Hampshire Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (risk.information@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HFRS would strongly recommend that consideration is given to installation of an Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises.

HFRS is fully committed to promoting Fire Protection Systems for both business and domestic premises. Support is offered to assist all in achieving a reduction of loss of life and the impact of fire on the wider community.

Testing of Fire Safety Systems

HFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles.

Fire-fighting and the Environment

Should a serious unsuppressed fire occur on the premises, the water environment may

become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place.

This of course could lead to the total loss of the building and its contents.

Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Hampshire Highways

Further Comments

Thank you for re-consulting the Highway Authority on the above planning application. Since the Highway Authority's response dated 24th March 2021, discussions have been held with the applicant to look to address the comments raised within this letter.

Following these discussions, the applicant has issued a Supplementary Transport Assessment (STA) which provides further information on the transport implications of the proposed development. This submission has been reviewed and the Highway Authority wish to make the following comments.

Existing Conditions

The Highway Authority acknowledges that there is potential for the site to be occupied under the current planning permission which has been corroborated by HCC's economic development team and the Local Planning Authority. This point is important to note as it has considerable bearing on the consideration of the application of this site.

Notwithstanding this point, the use of the site has been reducing for over a year as the current occupier looks to vacate the premises, meaning that trip generation has declined. Whilst traffic surveys from the site accesses would have once been reflective of the site's potential traffic generation, surveys undertaken at the current time will not provide any meaningful data on the existing permitted uses movements given the wind down in site operation.

For this reason, the Highway Authority have required that the assessments undertaken within the STA take account of recent surveyed traffic conditions along New Lane, undertaken 9th June 2021, and the occupier's forecast trip generation to ensure that a robust assessment has been undertaken when determining the impact on the local road network. This has been reflected within the junction modelling undertaken within the STA.

Sustainable Transport

Pedestrian/Cycle

As previously noted, the New Lane/Crossland Drive junction has been identified by HCC as requiring improvement works to address the historical accident record centred around the conflict between vehicles and vulnerable road users. Within the original TA, the applicant tabled an improvement scheme at the junction which introduced two new traffic islands along New Lane to reduce vehicle speeds on the approach to the junction. The Highway

Authority raised concerns with the scheme which would reduce the working width of the cycle lanes, which is contrary to LTN 1/20 and was an issue identified by the safety auditor. The scheme was also not considered to be appropriate to address the accident record which is not linked to speeding along New Lane.

Conversations have since been held with the applicant and the Highway Authority including our Safety Engineering Team to discuss an LTN 1/20 compliant improvement scheme which addresses the accident record. The applicant has subsequently produced drawing number 205452/PD07 Rev D which provides a number of changes around the junction.

The crossing facilities at the junction have been rationalised to provide a dedicated tactile paving crossing area to the east of the junction with St. Albans Road which sits on the observed desire line for children walking to St. Albans School. The existing dropped kerbs have been removed from the mouth of the junction as part of this change. The existing northbound cycle lane across the junction has also been widened to 2.0m to raise awareness of the presence of cyclists heading northbound across the junction which complies with LTN 1/20. The remainder of the northbound cycle lane to the north and south of the junction will be widened to 1.5m. Similarly, the southbound cycle lane will be widened to 1.5m and an area of unused footway landscaped to prevent pedestrians erroneously crossing. The aforementioned cycle lane widening continues north and south from the junction between the existing pedestrian island opposite the Littlegreen Avenue link and the new pedestrian island provided to the south of the site (addressed within this response). The islands are considered to act as gateway features into this section of New Lane to encourage lower vehicle speeds and a more cycle friendly environment.

As set out in LTN 1/20, there are alternative arrangements for physically separated cycle facilities from both pedestrians and motorised traffic. The width of New Lane carriageway sits at circa 5.86m across the junction with Crossland Drive which is slightly below the 3m carriageway lanes which usually needs to be maintained to allow for the vehicle traffic required before widening to circa 6.4m past the 2m wide section of cycle path. However, the cycle lanes across the junction are not mandatory, meaning vehicles can still drive in them if it is safe to do so, and the surfacing works will raise awareness of the presence of cyclists across the junction, combining with the aforementioned improvements to improve the safety of vulnerable road users.

Because of the current width along New Lane, only 1.5m wide cycle lanes are achievable for the majority of frontage of the site. The minimum width for a stepped cycle track is 2m for New Lane and this cannot be achieved consistently without extensive verge works. The verges are banked and are likely to require considerable service diversions. Improvements to walking and cycling infrastructure secured through this application need to be compliant with the 3 tests of CIL as set out within NPPF. Works requiring widening of the carriageway to provide a stepped cycle track are not considered to meet the 'fair and reasonable' test given that the site already has a permission which would generate greater volumes of traffic at peak times. The measures secured and to be delivered by Hampshire County Council's Safety Engineering Team are compliant with the design of advisory cycle lanes and treatments for side roads as set out within LTN1/20.

The accident history at the junction has been associated with excessive visibility splays available on the approach to the junction which causes motorists to look past cyclists who may already be in proximity to the junction. To address this point, the plan also features planting on the northern and southern side of Crossland Drive on the approach to the junction which restricts the excessive visibility. Visibility splays of 2.4m x 62m, commensurate with recorded speeds, will remain available at the junction which is in line with HCC TG3 guidance and is therefore considered acceptable. The planting is shown indicatively on drawing LLD2177-LANDWG-150 and this element of works shall be secured by means of a contribution for Hampshire County Council and Havant Borough Council to deliver the planting as appropriate to meet the objectives of the scheme within the physical limitations (services restrictions on planting for example).

As referenced above, a new pedestrian island is proposed to the south of the site to complete the gateway features along New Lane and to provide a dedicated crossing location given the current lack of facilities. Tracking has been provided which demonstrates that a car can still egress the dropped kerb accesses with the new pedestrian island in place. The principle of the crossing point is considered suitable in this location and detailed design matters such as the width of the island can be discussed at the S278 stage.

The pedestrian and cycle points raised within the Highway Authority's response have therefore been addressed and will be secured within the S106 agreement. In summary this is as follows:

1. S106 contribution of £27,212 towards planting and landscaping of the verge around the New Lane/Crossland Drive to provide a reduction in achievable clear extensive visibility at the junction.
2. S106 contribution of £42,528.50 towards amending the cycle lane provision between the pedestrian crossing island at Littlegreen Avenue and the new pedestrian island to the south of the site on New Lane.

To deliver via S278 the works to provide the new pedestrian crossing island to the south of the site on New Lane, new crossing provision on Crossland Drive and remove existing dropped kerbs as shown on drawing numbers 205425/PD07.1 Rev B and 20452/PD13 Rev A. These works will also be secured by way of Section 106 Agreement.

Bus Travel

Within the Highway Authority's original response, comments were raised regarding the bus stops on St. Albans Road and the potential to upgrade them to improve the uptake of bus travel to the site.

Following discussions with the applicant regarding proposed improvements to the services, it has been acknowledged that the northbound service bus stop is constrained by the narrow footway width and it is therefore it is not possible to implement any improvement. However, there is space at the southbound stop to implement a new bus shelter. To facilitate these works, the Highway Authority has agreed to take a £5,500 contribution towards the bus shelter works to implement the improvement scheme. These monies will be secured within the S106 agreement.

Vehicular Access

To confirm that the proposed accesses into the site were suitable, the Highway Authority previously requested the following information:

- Annual average daily traffic (AADT) flows for New Lane;
- Confirmation regarding the location of the speed surveys;
- Amended visibility splays based on the speed survey results; and
- Tracking drawings provided to the correct scale.

The applicant has subsequently confirmed that the AADT flows along New Lane are 5,775. AADT flows from the northern and southern accesses will be 996 and 1068 respectively. Under the guidelines set out within CD123, the observed traffic flow level would warrant consideration for right turn lane facilities into the site. To review the potential requirement in more detail, the Highway Authority requested junction modelling for the local network peak hour (07:30 – 08:30) to understand how the junction will operate within the future year scenario.

The results of the junction modelling indicate a maximum RFC of 0.90 in the future year scenario for right turners into Crossland Drive which demonstrates that the development would not result in significant delays along New Lane. The results of the modelling are reviewed in more detail within this response. Under the existing permitted use, the site has also previously generated more traffic across the peak hour which did not require right turn lane facilities. Based on the evidence provided within the junction modelling and previous site usage, the 3 priority junctions are considered suitable for serving the development.

The applicant has undertaken updated speed surveys in accordance with HCC TG3 guidance to understand the visibility requirements for the northern and southern accesses. The speed survey results are summarised below:

Northern Access:

Northbound 85th percentile speed: 38.7mph.

Southbound 85th percentile speed: 41.6mph.

Southern Access

Northbound 85th percentile speed: 41.1mph.

Southbound 85th percentile speed: 38.0mph.

The speed survey results reaffirm that cars are currently speeding along New Lane, which is subject to a 30mph posted speed limit. The introduction of the new pedestrian island and cycle improvement works will help to reduce vehicle speeds on the approach to the Crossland Drive junction.

Drawing number 205452/PD01 Rev D has subsequently been provided which demonstrates the visibility splays from the northern and southern access commensurate with the recorded speed data, along with the central staff car park access which also demonstrates the visibility splays in compliance with the previous speed survey data.

Following the provision of the additional speed survey data, the Highway Authority are satisfied that the visibility splays can be achieved. Following occupation of the site, a Stage 4 Road Safety Audit will be undertaken as part of the Section 278 process with any remedial works picked up at this time.

Enlarged tracking drawings have been shown in drawing numbers 205452/AT/D01 Rev B which are now considered acceptable.

Framework Operational Management Plan

To confirm that the proposed development will operate under the system assessed within the TA and STA, the applicant has provided a Framework Operational Management Plan. The plan details the key traffic figures from the assessment such as the expected daily use of each access, peak hour trip generation and the distribution of site traffic. This information underpins the assessments reviewed by the Highway Authority and provides confirmation that the site will operate as it has been assessed at planning. Should the prospective occupier wish to operate the site in a different manner, the Operational Management Plan will need to be varied and will therefore require a re-assessment which the Highway Authority must agree before it can be considered acceptable.

The Operational Management Plan will be secured via planning condition and would need to be formally varied to allow a different occupier to use the site should their operational needs vary from those which has been assessed to date.

Framework Car Park Management Plan

The Framework Car Park Management Plan covers the total parking provision for both staff and the delivery van drivers and includes information on how arrivals will be managed and monitored. Additional mitigation is also suggested if the proposals set out within the document do not result in the efficient operation of the car park which is considered acceptable. The Framework Car Park Management Plan will be secured via planning condition.

Framework Delivery Servicing Management Plan

The Framework Delivery Servicing Management Plan provides further information on how HGV movements will be managed to the site. HGVs are required to follow the existing signed route via Petersfield Road and Crossland Drive.

Refuse collection will be carried out internally to the site. Drawing number 205452/AT/D03 confirms that these movements can be safely accommodated via the southern site access.

The Framework Delivery Servicing Management Plan will be secured via planning condition.

Trip Generation & Distribution

The STA presents the scenarios set out within the original TA with regards to the trip generation from the previous maximum usage of the site compared to the proposed traffic generation levels. Whilst the Highway Authority previously acknowledged that netting a certain level of trips proportionate to the site's current use would be reasonable given the wind down in site operation, it is not agreed that netting all of the trips from the maximum permitted use would present a reasonable assessment. However, this data is helpful for understanding how the site could impact on the local highway network should the site be occupied under the existing permission.

As set out within the Highway Authority's previous response, it has been agreed that the proposed occupier trip generation will be utilised for understanding traffic generation from the site. This data has been compared against the industry standard TRICS database which confirms that AM and PM peak hour traffic generation is lower than the occupier data set out within Table 5.1 of the STA. The Highway Authority notes that inbound trips at 08:00 should read as 121 instead of the 12 trips noted within Table 5.1. This appears to be a typographical error and does not affect the robustness of the occupier data presented within Appendix B. The table factors in the trips generated by all modes of transport to the site including HGV's, van drivers and those working shifts on-site.

It is understood that the distribution assessment presented within the TA was the subject of a typographical error. The Highway Authority understands that the site will distribute traffic on the following basis:

- 70% via New Lane/Crossland Drive junction;
- 29% via New Lane North; and
- 1% southbound to deliver to nearby residents.

To ensure that the proposed distribution is adhered to, the distribution expectations, as set out above, will need to be updated within the Operational Management Plan to ensure that all staff follow the agreed routes. No van drivers will be allowed to utilise the residential roads to the south of the site when making their deliveries unless it is to nearby properties.

For the purposes of the junction modelling, the distribution taken from the recently agreed site to the north (APP/19/00660) which assigns 75% of traffic to the New Lane/Crossland Junction has been utilised, presenting a robust assessment. The percentage impact at different junctions utilised by development traffic has been included in Table 6.4 and is understood by the Highway Authority to be form the basis of the junction modelling.

Junction Modelling

Following the Highway Authority's original response, conversations have been held with the applicant to discuss the off-site junction modelling requirements for the site. As noted above, the gravity model built utilising the distribution agreed under planning reference APP/19/00660 assigns 75% of traffic through the New Lane/Crossland Drive junction and 47% of these trips to the wider network via the B2149/Crossland Drive signal junction, although it is unclear where 28% of traffic is going in between the two junctions.

The applicant has undertaken junction modelling for both of these junctions based on the above assumptions. As this is not agreed, the Highway Authority have re-run the junction model for the B2149/Crossland Drive signal junction to assign all 75% of the traffic utilising New Lane/Crossland Drive through this junction too as this will be reflective of the situation once the site is operational. This is covered in detail below.

The modelling assesses a 2021 base year and 2026 future year scenario. This modelling is additional to that provided for the northern and southern site accesses.

At the request of the Highway Authority, the junction modelling has been amended in the AM peak hour to reflect the local network period (07:30 –

08:30), as identified by the traffic survey data.

New Lane/Crossland Drive

Under the existing 2021 scenario, the maximum Ratio to Flow Capacity (RFC) at the junction is 0.73 for right turners on New Lane attempting to access Crossland Drive in the PM peak hour. In PCU terms, this equates to a queue of 2.9 vehicles. With the addition of development traffic, the maximum RFC increases on this arm of the junction to 0.84, with a queue length of 5.2 vehicles.

Within the 2026 base scenario, the highest RFC remains for right turning vehicles into Crossland Drive in the PM peak hour at 0.79 with a queue of 3.9 vehicles. Under the 2026 + proposed development future year scenario, the RFC increases to 0.90, equating to a queue of 8.0 vehicles. Whilst the approach has increased over theoretical design capacity (0.85), it remains within actual design capacity (1.00). The actual increase in queuing vehicles is also minimal, with the maximum observed queue 8.0 PCU's.

It is noted that under the 2026 + existing use future year scenario, the right turning movement into Crossland Drive would operate at an RFC of 1.04 which is over actual design capacity. This is greater than the impact on the approach to the junction with proposed development traffic (0.90) and therefore represents a betterment than if the site were to be occupied under the current permission.

Whilst it is acknowledged that the New Lane right turn approach into the junction is over theoretical design capacity, as the junction modelling has demonstrated some queuing in the future year scenario, this would be worsened should the site operate under its current permitted use. To improve capacity at the junction for right turning vehicles, a right turn lane would be required, which is contrary to the wider improvement scheme currently being developed to improve cyclist safety at the junction. The proposed development would therefore not justify the implementation of a right turn lane on New Lane.

B2149/Crossland Drive Signals

The B2149/Crossland Drive signal junction has been modelled under the 2026 + Development scenario. The modelling indicates that the highest Degree of Saturation (DoS) observed at the junction will be on the Crossland Drive approach with a DoS of 71.2 and a queue of 5.6 vehicles.

Based on the sensitivity tested distribution, 47% of traffic is assigned to this junction in the model. To ensure that a robust assessment has been undertaken which assumes all of the 75% of the traffic at the New Lane/Crossland Drive junction also routes through the signals, the Highway Authority have re-run the model with the updated trip figures. The model re-run demonstrated that the junction would operate with 16.8% Practical Reserve Capacity (PRC) in the 2026 + Development AM peak and 9% PRC in the 2026 + development PM peak hour.

The modelling therefore demonstrates that the junction will be operating within design capacity under the future year scenario with the addition of development traffic and requires no further action.

Site Access Modelling

All 3 site accesses have been modelled under a 2021 + development and 2026 + development scenario. The highest modelled RFC is 0.27 and occurs under the 2026 + development scenario in the AM peak hour on the right turn into the staff car park.

The modelling therefore demonstrates that the accesses will be operating within design capacity under the future year scenario and requires no further action.

Travel Plan

The updated Travel Plan submitted by the applicant is now considered suitable. The approval and monitoring fees shall be secured under the S106 agreement, along with the cash deposit.

Recommendation

Following the additional information provided by the applicant, the comments raised within the Highway Authority's previous response have now been addressed. The Highway Authority therefore raise no objection to the proposed development, subject to the following S106 obligation and conditions.

S106 Obligations

- Prior to commencement of development, to enter into a Highways agreement for the following:
 - o Northern site access works as shown in principle on drawing number 205452/PD01 Rev D;
 - o Southern pedestrian island as shown in principle on drawing number 20452/PD13 Rev A; and
 - o The New Lane/Crossland Drive civils works as shown in principle on drawing number 205452/PD07 Rev D.
- To deliver all of the above works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the planting contribution of £27,212 towards the visibility reduction measures on Crossland Drive.
- Prior to commencement of development, to pay the safety engineering contribution of £42,528.50 towards the cycle lane amendment works on New Lane.
- Prior to occupation of development, to pay the £5,500 bus stop contribution towards improving the southbound bus facilities on St. Albans Road.
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Payment of the Travel Plan bond (110% of the cost of the travel plan measures) prior to occupation.

Conditions

- Prior to occupation, to provide a Full Operational Management Plan (building on the Framework Operational Management Plan) to agree

with the Highway Authority.

Reason: To ensure any future occupier abides by the assumptions within the Transport Assessments agreed at planning.

- Prior to occupation, to provide a Full Car Parking Management Plan (building on the Framework Car Parking Management Plan to agree with the Highway Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning.

- Prior to occupation, to provide a Full Delivery Servicing Management Plan (building on the Framework Delivery Servicing Management Plan) to agree with the Highway Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning.

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interest of highway safety

I trust that the above is clear; however, should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Officer Comment: *Highway improvement works are shown in Appendices P, Q and R. Earlier consultation responses from Hampshire Highways are at Appendix U and together with the above comments provide a comprehensive assessment in relation to highway matters.*

Landscape Team, Havant Borough Council

Further Comments (re. Crossland Drive/New Lane Landscaping)

From a landscape perspective we have the following comments in relation to this application:

- The proposed junction layout with landscaping overlay drawing no. 205452/PD14 appears to introduce trees and planting within HBC and highway land. Has estates been included in the decision to take on the liability of introducing new trees with our land ownership? Furthermore we require details on the proposed species and specification to review for appropriateness.

Officer Comment: *The Estates Team have confirmed that they are content for landscaping to be planted on HBC land. The S106 Agreement would secure a planting contribution for landscaping on HBC and HCC land.*

Original Comments:

From a landscape perspective we have the following comments in relation to this application:

- Given the scale of the proposed unit and the intention to bring the footprint closer to residential properties west of New Lane we recommend that large native UK species of trees are introduced into the soft landscaping of the new lane boundary of the site. We are concerned that the form of fastigate trees will not provide sufficient width or height to mitigate the visual impact of the development.

Officer Comment: Amended landscaping includes Oak, Hornbeam and Whitebeam

- Insufficient details submitted in relation to the proposed hard landscaping. Hard landscape details requiring submission of fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:
 - finished levels
 - hard surfacing material type / product reference and colour
 - laying bond
 - edging or kerb detail / type
 - retaining structures or steps

Officer Comment: A condition is recommended in relation to hardsurfacing.

- The landscape plans do not provide details on all boundaries and we require details on all aspects whether retained and proposed to ensure suitability. As such boundary details requiring submission of fully annotated plans at sufficient scale showing the locations of existing, retained and proposed new boundary treatments, with scaled elevation drawings to show height, design, materials, type and colour of proposed new walling / fencing or other type of enclosure and associated gates.

Officer Comment: A condition is recommended in relation to boundary treatments.

Local Lead Flood Authority HCC

Further Comments

The County Council has reviewed the following documents relating to the above application:

- Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02; dated: 9 February 2021.
- Flood Risk Assessment; ref: C200810-PIN-XX-XX-RP-C-01; dated: 27 May 2021.

Following our formal response to this planning application dated 16th March 2021, we received additional on the 22nd June 2021 including the requested clarification on the existing/proposed discharge rates and detailed drainage drawing together with detailed hydraulic calculations.

The additional information submitted by the applicant has addressed our concerns regarding surface water management and local flood risk. Therefore, the County Council as the Lead Local Flood Authority has **no objection** to this planning application subject to the following planning conditions:

1. The drainage system shall be constructed in accordance with the Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02. Surface water discharge to the public sewer network shall be limited to 174l/s (1 in 1 year), 395l/s (1 in 30 year) and 395l/s (1 in 100 year). Any changes to the approved documentation must be submitted to and

approved in writing by Local Planning Authority and Lead Local Flood Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

2. Evidence that the surface water sewer asset owner has agreed to the proposed discharge rates and connection should be submitted before any connection is made. If necessary, improvement to the condition of the surface water sewer as reparation, remediation, restitution and replacement should be undertaken.

3. Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include;

- a Maintenance schedules for each drainage feature type and ownership.
- b Details of protection measures.

Officer Comment: *The above conditions are recommended with the third condition amended to reflect the application type.*

We would also recommend that the applicant is directed to our website <http://www3.hants.gov.uk/flooding/hampshireflooding/drainagesystems.htm> for further information on recommended surface water drainage techniques.

Please note that Hampshire County Council as Lead Local Flood Authority will not comment on the fluvial systems as these are outside our remit.

Network Rail

Asset Protection Informatives for works in close proximity to Network Rail's infrastructure

Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail requests the applicant / developer contacts Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. Our Asset Protection will review the details of the proposal to ensure that the proposed development can be completed without any risk to the operational railway. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

As well as contacting Network Rail's ASPRO Team, the applicant / developer must also follow the attached Asset Protection informatives (compliance with the informatives does not remove the need to contact ASPRO).

Officer Comment: *An Informative is recommended to alert the applicant to Network Rail requirements.*

Please note that our ASPRO team are currently reviewing the planning application and may choose to send further comments shortly.

Planning Policy

Policy Status

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, provide the development plan for the borough.

The Havant Borough Local Plan (HBLP) was submitted for Examination on the 12th February 2021 and can be afforded limited weight.

The following policies are of particular relevance:

- CS2 – Employment
- CS14 – Efficient Use of Resources
- CS16 – High Quality Design
- CS19 – Effective Provision of Infrastructure
- CS21 – Developer Requirements
- DM10 – Pollution
- DM13 – Car and Cycle Parking on Residential Development

In the Pre-submission Plan the following policies are of particular relevance:

- DR1 | Delivery of sustainable development
- C1 | Protection of existing employment sites
- IN1 | Effective provision of infrastructure
- IN3 | Transport and parking in new development
- E1 | High quality design
- E12 | Low carbon design
- E22 | Amenity and pollution

Principle of Development:

Policy CS2 of the Core Strategy prioritises the use of previously developed land for the provision of new employment floorspace, whilst Policy DM2 seeks to safeguard existing employment sites from development proposals for non-employment uses. Emerging Policy C1 of the Pre-Submission Local Plan proposes to define New Lane as an established employment area (within which the application site falls) and generally protects employment sites from change of use or redevelopment to a non-employment use.

In this case, the application proposals seek to re-provide employment floorspace through the redevelopment of the site. The submitted Planning Statement indicates that following the subdivision and redevelopment of the northern part of the site (Velocity), there remains 27,144 sq. m of warehousing space and cold store pallet locations, with the remaining pharmaceutical site employing 150 staff.

The proposed new building would stand centrally within the site, standing 15.7m in height and would make provision of 14,017 sqm (Gross Internal Floorspace), in addition to two ancillary buildings providing an additional 32 sq. m. This reflects the intended use by the proposed occupier as a 'last mile' distribution centre. In this respect, it is noted that the proposals could be key in supporting the Borough's economic recovery from the pandemic. In terms of jobs, the submitted statement simply refers to the creation of a 'broad range of jobs'.

Paragraph 8.9 of the Council's Employment Land Review recognises that there is likely to be a net loss of floorspace, allowing for the intensification and redevelopment of established employment areas. This reflects the extensive areas of redundant floorspace within the borough's existing employment areas. The proposals would also support the vision in the submitted Plan in terms of providing new and refurbished business development and providing people with access to high quality new employment (paragraph 2.14).

Though there would be a net loss in employment floorspace, it is proposed that the site

would be retained in employment use in an established employment area as proposed to be defined by Policy C1. As such, a policy objection would be unlikely to arise.

Design

Both the adopted and emerging local plan require high quality design in all development under policies

- CS16 High Quality Design (Core Strategy)
- E1 High Quality Design (HBLP 2036)

Low carbon design:

Non-residential development over 500 sq. m is expected to meet the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy. Policy E12 of the emerging HBLP 2036 sets out the BREEAM level to be achieved for different floorspace thresholds for non-residential development. Proposals of 1,000 sq. m or more of non-residential development are expected to meet BREEAM 'Excellent'.

The submitted BREEAM Pre-Assessment indicates that the development is likely to achieve BREEAM Excellent (76.03%).

Source Protection Zones:

The site lies within Groundwater Source Protection 1c for Bedhampton and Havant Springs. Policy DM10 (in the Adopted Local Plan) and emerging Policy E21 (in the Pre-Submission Local Plan) are therefore of relevance. The Environment Agency and Portsmouth Water will be able to provide further advice in terms of where solution features are present, and if any conditions should be imposed.

Parking:

The proposals would need to ensure that appropriate parking provision is provided in accordance with Policy DM13, emerging policy IN3 and the Council's Parking SPD.

Summary:

The development proposals would secure the redevelopment of an existing employment site within an established employment area. As such, the proposal is capable of support in policy terms, subject to the relevant detailed matters above being satisfactorily addressed

Portsmouth Water Company

Final Comments

Pollution Prevention & CEMP

Portsmouth Water have received the revised Construction Management Plan, dated May 2021. I can confirm we are satisfied with the content of the Construction Management Plan as it now includes the details of the environmental management during construction (overland run off and the storage of hazardous substances) to protect groundwater quality.

Further Comments

Our response is based on the review of the following documentation:

- Drainage Strategy Report by Pinnacle Consulting Engineers, May 2021
- Construction Management Plan, January 2021

Our response dated 23rd March 2021 remains valid and is reference below for ease of reference:

'The site is a brownfield site and ground contamination is suspected from the previous land uses. The site is located within the Source Protection Zone 1c (SPZ1c) for an essential Public Water Supply Source. The 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.

Drainage

The proposed surface water drainage strategy for the site is utilising the existing surface water sewer network for final discharge. Car parking bays will be permeable paved to treat car park drainage. Run-off from the impermeable areas will be directed through drainage channel with a petrol interceptor prior to entering the attenuation tanks with final discharge to existing surface water sewer. Due to the sensitivity of the groundwater environment, infiltration is not proposed to be suitable solution for the site. Portsmouth Water agree with this assessment and would have a presumption against deep infiltration drainage due to the previous use on the site and the sensitivity of the underlying principal aquifer. The proposed foul water drainage strategy for the site is the connection to the existing public foul water sewer following confirmation from Southern Water.

Both drainage proposals are acceptable to Portsmouth Water in relation to groundwater protection. If there is any deviation from these proposals Portsmouth Water would wish to be further consulted.

Piling & Foundations

Portsmouth Water would have no objection to piling at this location if the piles terminate within the Clay cover. If the piles penetrate the full depth of the Clay cover we would expect a piling risk assessment and method statement, this should detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including pollution prevention measures. Piling or any other foundation designs using penetrative methods can pose a risk to potable supplies from, for example, turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways for contaminants.

Officer Comment: *A condition is recommended in relation to piling.*

Pollution Prevention & CEMP

The Construction Management Plan submitted as part of the application does not cover all the environmental pollution risks of construction. There is no detail on the management of overland runoff (including the drainage proposal for the wheel washing facilities), storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages. The current plan could be updated with this information or alternatively a separate plan could be prepared.

Reason- Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local water supply source if not appropriately managed.

SE Hants Clinical Commissioning Group

As a Clinical Commissioning Group we have a specific interest in new residential developments and how the increased population would directly affect local healthcare provision.

Thank you for informing us of the proposed redevelopment. However, South Eastern Hampshire Clinical Commissioning Group does not wish to make any further comments at this time.

Southern Electric

No comments received.

Southern Gas Networks - stage 1

No comments received

Southern Water

Further Comments

The submitted drainage layout (Dwg.no: 200810-PIN-XX-XX-DR-C-00205 P07) is satisfactory to Southern Water.

The comment in our response dated 24/03/2021 remain unchanged and valid for the additional information.

Original Comments:

Please see the attached extract from Southern Water records showing the approximate position of our existing public foul and surface sewer within the development site. The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water.

Please note:

- The 225 mm public foul sewer requires a clearance of 3 metres on either side of the gravity sewers to protect it from construction works and to allow for future access for maintenance.

The 600 mm public surface water sewer requires a clearance of 3.5 metres on either side of the public sewer to protect it from construction works and to allow for future access for maintenance.

- No development or tree planting should be carried out within 3 and 3.5 metres of the external edge of the public sewers without consent from Southern Water.

- No soakaway, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of public sewers.

- All existing infrastructure should be protected during the course of construction works.

Please refer to: southernwater.co.uk/media/3011/stand-off-distances.pdf.

The impact of any works within the highway/access road on public apparatus shall be assessed and approved, in consultation with Southern Water, under a NRSWA enquiry in order to protect public apparatus. Please send these enquiries to:

Developer.Services@southernwater.co.uk

Furthermore, it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an

investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Southern Water requires a formal application for any new connection to the public foul and surface water sewer to be made by the applicant or developer.

To make an application visit: southernwater.co.uk/developing and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/connection-charging-arrangements

Submitted FRA indicates that surface water from the site will be discharged to a public surface water sewer with a 50% betterment compared to the existing brownfield rates which is satisfactory to Southern Water. Surface water may be discharged to the existing sewer, provided the rate of discharge to sewer is no greater than existing contributing flows. You will be required to provide a topographical site survey and/or a CCTV survey showing the existing connection points, pipe sizes, gradients and calculations confirming the proposed surface water flow will be no greater than the existing contributing flows.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

The drainage design should ensure that no groundwater and/or land drainage will enter the public sewerage network.

Land uses such as general hardstanding that may be subject to oil/petrol spillages should be drained by means of oil trap gullies or petrol/oil interceptors.

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

Officer Comment: *A condition is recommended in relation to foul and surface water drainage.*

Traffic Management Team

The Traffic Team have no adverse comment to make.

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: 74

Number of site notices: 2

Statutory advertisement: Yes – The statutory advertisement period expires on the 24th September and any decision cannot be issued until the expiry of this publicity.

Number of representations received: 288

6.1 A significant number of objections have been received in relation to the proposals and these focus on (amongst other matters):

- Highway impacts
- Highway routing including and impacts through Havant
- Impacts on neighbour amenity

6.2 Members will be provided with a full summary of the representations received in advance of the Committee meeting.

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) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highway matters
- (v) Contamination/Air Quality issues
- (vi) Drainage and flood risk
- (vii) Ecological impacts
- (viii) Landscaping
- (ix) Other matters (BREEAM / sustainability)
- (x) Developer Contributions/S106 Requirements

(i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

7.3 The site is also within a very long established industrial estate which lies mainly to the east of New Lane and to the west of the Portsmouth to Waterloo railway line. The site itself has a long history of pharmaceutical use and manufacturing with Wyeth's operations starting in the 1950's (including powdered baby milk production) and more recently Pfizer's global packaging and distribution centre for pharmaceutical products has occupied the site which included a specialist cold chain packaging operation.

7.4 Policy CS2 of the Havant Borough Local Plan (Core Strategy) 2011 (CS) prioritises the use of previously developed land for the provision of new employment floorspace, whilst Policy DM2 (CS) seeks to safeguard existing employment sites from development proposals for non-employment uses.

7.5 The importance of this industrial area in terms of Havant's economic wellbeing and for providing employment is recognised by the proposal to define New Lane as an established employment area in the Havant Borough Local Plan Submission Version on the Proposals Map. Emerging Policy C1 states that *Proposals for employment uses which protect and enhance the function and operation of established employment areas (as defined on the Policies Map) will be supported.*

7.6 In this case the application seeks to demolish the existing buildings on site and re-provide employment floorspace with a comprehensive re-development. The Planning

Statement indicates that there remains 27,144sq. m of numerous buildings comprising of high bay warehousing space and cold store pallet locations, alongside associated infrastructure and staff welfare facilities. It is understood that the remaining pharmaceutical site employed 150 staff before they started to relocate more of their operations offsite.

- 7.7 The proposed new building would make provision of 14,017 sqm (Gross Internal Floorspace), in addition to two ancillary buildings providing an additional 32 sq. m. This reflects the intended use by the proposed occupier as a 'last mile' distribution centre. Last-mile delivery can be defined as the movement of goods from a transportation hub to the final delivery destination. In this respect, it is noted that the proposals could be key in supporting the Borough's economic recovery from the pandemic. 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.

- 7.8 Paragraph 8.9 of the Council's Employment Land Review recognises that there is likely to be a net loss of floorspace, allowing for the intensification and redevelopment of established employment areas. This reflects the extensive areas of redundant floorspace within the borough's existing employment areas. The proposals would also support the vision in the submitted Plan in terms of providing new and refurbished business development and providing people with access to high quality new employment (paragraph 2.14).
- 7.9 Though there would be a net loss in employment floorspace, it is proposed that the site would be retained in employment use in an established employment area as proposed to be defined by Policy C1.
- 7.10 In relation to regeneration Havant Borough Council have produced *A Regeneration Strategy for Havant Borough 2018 – 2036*. This includes the following in relation to Last Mile Delivery uses such as the current proposal:

7. Last Mile Delivery

Havant's employment floorspace is predominantly a mix of industrial and warehousing (78%) and occupier enquiries within the warehousing and logistics sector are on average 30% higher than other business uses. Key employment sites such as Brockhampton West, located adjacent to the strategic road network, are well placed to take advantage of growth within the transport, distribution and logistics sector. In

particular last mile delivery is driving growth of courier, express and parcel services fuelled by increasing demand from millennials as their preferred delivery method.

- 7.11 The growth and demand for 'last mile delivery' and the demand for on line shopping is likely to have been exacerbated by the corona virus pandemic adding to the previously established trend towards home delivery services. Whilst it is recognised that there are other locations with more direct access to strategic road networks, New Lane is a long established industrial area with many occupiers served by commercial vehicles including HGV's accessing the site via a good road network including New Lane itself, Crossland Drive and Bartons Road, these lead to Park Road North and to the A27 to the south.
- 7.12 The previous uses by Pfizer and Wyeth both included the distribution of packaged products from the site. It is recognised that the model of distribution would be different with the proposed use with van movements predominating. The application needs to be considered on its planning merits on the proposed site and it is not considered that there is any in principle objection to the proposal based on its location at New Lane. The highway impacts are fully explored in (iv) below.

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

- 7.13 The main issues in relation to the impact on the character and appearance of the area are considered to relate to the following:
- The proposed physical form of the development in its context and a comparison to the existing development on site;
 - The provision of a new access to the site;
 - The impact on trees and existing features.

Both the adopted policy CS16 (CS) and emerging policy E1 (SV LP) require high quality design in all development.

- 7.14 To the south of the site is Sumika Polymer Compounds which includes large industrial buildings of two storey height with grey cladding. To the north of the site are further industrial and business buildings with metal cladding and of two storey height. To the eastern part of the northern boundary are the three storey height Velocity buildings which were built in recent times on part of the former wider Pfizer site. The redevelopment proposed needs to be considered in the context of the adjoining industrial development.
- 7.15 The Pfizer site itself contains a number of buildings of different ages and it is noted that some of the buildings towards the front of the site were demolished around 2011. The remaining buildings are generally located approximately 120m back from the new lane frontage and approximately 13m from the boundary to the railway line to the east.
- 7.16 The tallest building on site is the High Bay Warehouse which has a height of approximately 25m and can be viewed from a long distance from public vantage points. The next tallest building is the cold storage warehouse facility towards the rear of the site this building is approximately 17.5m high.
- 7.17 The proposed layout shows all existing buildings removed, and the new warehouse building located centrally on the site with significant frontage planting and warehouse staff parking to the western side of the main building. To the northern side of the building is van parking this leads to loading doors on the northern side of the

warehouse within an area covered by a canopy. The northern boundary retains and provides landscaping to the Hayward Business Centre and the Velocity buildings. There is a small area of landscaping in the north east part of the site.

- 7.18 To the western side of the proposed building are large areas of van parking and access routes for HGV's which would service the Warehouse building from unloading doors on the east side of the building. An area of existing landscaping would remain on the eastern boundary of the site adjacent to the railway line.
- 7.19 To the southern side of the warehouse building is a decked van parking area which includes a ground, first, second and roof level. There are loading doors on the ground floor of the warehouse. An access road leads around the site to the south of the parking decks.
- 7.20 The new warehouse would have a shallow pitched roof with a height of 15.946m to the ridge. The parking deck building is attached to the southern side of the warehouse and would have a highest point of 15.618. Whilst this is a very large development it is noted that the total height of the development would be significantly lower than the high bay warehouse (25m) and the cold storage warehouse (17.5m).
- 7.21 The warehouse would include the following materials:

Front West (New Lane elevation)

Horizontal bands of:

- Composite cladding panel (microrib) colour – white grey
- Office Composite cladding panel (flat) – merlin grey (with areas of glazing)

The upper area and gable:

- Flat Composite cladding panel colour – white grey
- Indicative louvre positions subject to M&E design & specification colour to match cladding

North Elevation

Horizontal bands of:

- Composite cladding panel (microrib) colour – white grey
- Office Composite cladding panel (flat) – merlin grey (with areas of glazing)
- Flat Composite cladding panel colour – white grey

Roof:

- Single ply membrane roof – colour grey
- The lower area of the northern elevation would be partly obscured by the roof of the canopy:
- Canopy post and roof structure to specialist design

East Side (Railway elevation)

Horizontal Bands of:

- Loading dock concrete sandwich wall panel system
- Composite cladding panel (microrib) colour – white grey
- Flat Composite cladding panel colour – white grey

South Elevation

The south elevation of the warehouse building would be largely obscured by the proposed decked parking area.

- The materials would match those on other elevations but with a photovoltaic system to the roof

7.22 The van parking deck area would include the following materials:

Front West (New Lane elevation)

- Composite cladding panel (microrib) colour – white grey
- Perforated mesh panel, expanded aluminium mesh, powder coat finish
- Protection barrier to the perimeter of van loading deck. Galvanised metal mesh infill between deck structural columns.

East Side (Railway elevation)

- Composite cladding panel (microrib) colour – white grey
- Protection barrier to the perimeter of van loading deck. Galvanised metal mesh infill between deck structural columns.

South Elevation

- Composite cladding panel (microrib) colour – white grey
- Protection barrier to the perimeter of van loading deck. Galvanised metal mesh infill between deck structural columns.
- There is also an external van ramp leading to the different parking levels.

7.23 Overall whilst it is recognised that the proposed building and van parking decks are very large and significant structures, the existing site contains taller and very large structures. The site is located within a major industrial estate. It is not considered that the scale of development would be inappropriate in this setting and given the historic nature of development on the site. In terms of materials, whilst these are considered relatively utilitarian they reflect the nature of the development and use. The use of horizontal banding would help to provide some visual relief to the scale of the building and parking. The specified colours greys and white grey are considered relatively recessive and are similar to some of the existing buildings on site and also development more generally in the area. A materials condition is nevertheless recommended in order that control over the final details can be maintained.

(iii) Impact upon residential amenity

7.24 Whilst the site is located in a long established industrial estate there are residential properties located to the west side of New Lane (accessed off St Alban's Road, Flexford Gardens and Oak Park Drive), properties to the south of the site to the east side of New Lane and to the east side of the Portsmouth-Waterloo railway line (accessed from Nutwick Road, Swallow Close and Fourth Avenue).

7.25 The main issues in relation to impacts on residential amenity are considered to relate to the following matters:

- Demolition/construction phase
- Operational phase:
 - Noise and disturbance

Lighting

Demolition/construction phase

7.26 The proposal results in the demolition of the existing buildings on site and the application is supported by a Construction Management Plan. This sets out measures aimed at minimising any adverse environmental effects during this phase as follows:

- *Working hours*
- *The control of noise and vibration*
- *No fires*
- *Obour*
- *Control of dust*
- *Wheel and Chassis Washing Facilities*
- *Haul Routes and Delivery Hours*
- *Arrival to Site*
- *Site Compound and Storage Area*
- *Contractors Parking*
- *Site Enclosure*
- *Public Communication and Complaints Management*
- *Temporary Lighting*
- *Environmental*
- *Water Resources and Flood Risk*
- *Control of Substances Hazardous to Health requirements*
- *Site Waste Management Plan*

It is considered that this document would allow for the management of this phase of the development and whilst there will inevitably be some impacts on residential amenity during a substantial re-development proposal the Construction Management Plan is considered to provide a basis for limiting such impacts and addressing any issues. It is noted that Environmental Health have raised no objections to these proposals.

Operational phase

Noise and disturbance

7.27 The application is supported by a Noise Constraints Assessment which includes an Operational Noise Management Plan. This report considers the policy context in relation to noise.

7.28 The NPPF provides a framework for the consideration of noise impacts. Paragraph 170 states:

Planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other matters):

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 180 states:

Planning policies and decisions should also ensure that new development is

appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst other matters):

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

Paragraph 183 states:

The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.

7.29 Planning Policy Guidance Noise – provides further details on how to consider noise. The PPG states:

Plan-making and decision making need to take account of the acoustic environment and in doing so consider:

- *whether or not a significant adverse effect is occurring or likely to occur;*
- *whether or not an adverse effect is occurring or likely to occur; and*
- *whether or not a good standard of amenity can be achieved.*

In line with the [Explanatory note of the noise policy statement for England](#), this would include identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the [significant observed adverse effect level](#) and the lowest observed adverse effect level for the given situation.

7.30 Potential noise impacts have been modelled at the sensitive residential locations. This has considered noise impacts in relation to van unloading events (daytime and night-time), HGV unloading events (daytime and night-time), van parking events (daytime – no vans parking at night), van movement (daytime and night-time), HGV movement (daytime and night-time), car park noise data, and building services plant noise. A monitoring survey was undertaken to characterise baseline ambient noise levels currently established to establish the relative local background and traffic noise levels.

7.31 The survey found: *The existing noise climate is characterised by road traffic noise from New Lane and Crossland Drive to the west of the site; traffic noise from the residential areas to the west and east of the site and industrial activity from the surrounding industry to the north and south of the site were also audible during the survey including noise from the existing plastic factory to the south of the site.*

7.32 Noise from the proposed development was then assessed for sensitive residential receptors. The application includes details of noise mitigation measures. The assessment was undertaken with the inclusion of intrinsic mitigation in the form of 4.0m high barriers in strategic locations (with barriers stepping down from 4.0m to

1.0m at the site access points) as well as the effect of the operational noise management plan that will be implemented to ensure the effective and efficient management of the site. The results indicate that: *internal daytime and night-time LAeq and night-time LAm_{ax} noise levels from the proposed development are predicted to be below the BS 8233/WHO noise intrusion criteria at all receptors with windows-open and windows-closed. Therefore, operational noise intrusion levels are predicted to be within the No Observed Adverse Effect Level.*

- 7.33 The noise assessment has been reviewed by the Council's Environmental Health team. This confirms that the assessment *considers the potential impact of noise from building services plant, vehicle movements, car park use, unloading and loading, etc. Overall, the assessment suggests that the proposed development is unlikely to significantly harm existing residential amenity.* A condition is recommended by Environmental Health to address noise from plant and equipment and in addition acoustic fencing details are proposed to be conditioned. Subject to these conditions it is considered that potential noise impacts can be suitably addressed.

Lighting

- 7.34 With regards to lighting, an external artificial lighting assessment report has been submitted with the application. The NPPF sets out in paragraph 180 that:

Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst other matters):

c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

- 7.35 The proposed lighting has been considered in terms of its impact on the surroundings including residential amenity and light glow. It is noted that surveys of existing lighting have been carried out and that the area has been classified in the report as E3 'suburban'. The report concludes that:

The lighting design demonstrates full compliance with all standards and guides whilst not including any natural obstructions (acoustic barriers are included), landscaping and changes in topology.

It is therefore considered worst-case and in practice the levels of horizontal light-spill, obtrusive glare, visible source intensity and building luminance are permissible within the Environmental Zone classification of 'E3'.

The lighting design also considers the perceived potential obtrusive glare to either dwellings or adjacent road receptors by ensuring that where possible luminaires and optical arrays are positioned, orientated and tilted to prevent any direct views of the light source and reduce subsequent intensity levels (candelas) to an acceptable level.

There will be a residual impact of interreflected sky-glow on the night-time scene as a result of the proposed Development, but with appropriate considerations taken within the lighting design process these impacts can be considered negligible, with the direct element of upward light of 1.04%.

- 7.36 Lighting plans have also been provided to demonstrate how light will be directed away from sensitive residential receptors. Whilst it is recognised that the development will

require significant levels of illumination, the lighting strategy is directed to minimise light spill. Environmental Health have confirmed that they have no adverse comments in relation to lighting.

7.37 Overall in relation to the impact on residential properties and given the long standing operation on the site and adjacent industrial uses it is not considered that an objection to the proposals based on the impact on residential amenity could be substantiated subject to appropriate conditions.

(iv) Highway matters

7.38 The proposed development for a Distribution Warehouse raises significant highway issues and has resulted in a large volume of the objections received in relation to the development. The application has been subject to a detailed assessment by Hampshire County Council Highways with detailed assessments carried out. This has resulted in extensive negotiation and clarifications being sought working with the applicants Highways Engineers and others. The main issues are listed below:

- Pre-Application
- Existing Conditions
- Sustainable Transport
- Personal Injury Accident data
- Development Proposal
- Vehicular Access
- Parking Provision
- Management Plans (Operational Management, Car Park Management Plan, Delivery Servicing and Management Plan)
- Trip Generation & Distribution
- Junction Modelling/Assessment
- Travel Plan
- Highways S106 Requirements
- Highways recommended Conditions

Pre-Application

7.39 The applicant engaged with pre-application discussions with HCC Highways in relation to the impact of the development on the local road network and these discussions have continued at application stage leading to amendments and clarifications to the proposals.

Existing Conditions

7.40 The starting point for the consideration of highways impacts from a development is to consider the existing conditions on site and how the site could operate under the existing development.

7.41 Whilst over the last year Pfizer's operations on site have been reducing as the current occupier looks to vacate the premises, the site could clearly be used more fully under the existing planning permissions utilizing the existing buildings. This point is important to note as it has considerable bearing on the consideration of the application of this site.

7.42 Whilst traffic surveys from the site would have once been reflective of the site's

potential traffic generation, surveys carried out now or at the time of the application would not provide any meaningful data. The Highway Authority therefore required assessments in the Strategic Transport Assessment to take account of surveyed traffic conditions along New Lane (undertaken 9th June 2021), and the occupiers forecast trip generation to ensure a robust assessment has been undertaken when determining the impact on the local road network including junction modelling.

- 7.43 The site is currently served via two bellmouth junctions to New Lane. The 2020 schedule of site uses set out the following floorspaces:

Land Use	Floorspace (sqm)
Office (B1a)	4,311
R&D (B1b)	2,427
Industrial (B1c/B2)	22,539
Warehousing (B8)	5,231
Total	34,508

- 7.44 As stated above any assessment of highway impacts needs to take account of the existing uses at the site.

Sustainable Transport

Pedestrian/Cycle

- 7.45 Footpaths are present on both sides of New Lane although the footway on the eastern side of New Lane terminates to the south of the site (past the allotments). This requires pedestrians using the eastern footway to cross to use the western footway at this point although there are no existing crossing facilities. A new pedestrian island is proposed to the south of the site to provide a dedicated crossing and gateway feature.
- 7.46 There is a pedestrian refuge 200m to the north of the site with dropped kerbs, tactile paving and a refuge island.
- 7.47 New Lane benefits from on-road cycle lanes which connect into National Cycle Network routes 2 and 22.
- 7.48 Given historical accident records at the Crossland Drive/New Lane junction (further details below) it is proposed to rationalise crossing facilities at this junction to provide a dedicated tactile paving crossing area to the east of the junction with St. Albans Road which sits on the observed desire line for children walking to St. Albans School. The existing dropped kerbs would be removed from the mouth of this junction as part of this change. The existing north bound cycle lane across the junction would also be widened to 2.0m to raise awareness of the presence of cyclists crossing the junction. The remainder of the northbound cycle lane to the north and south of the junction would be widened to 1.5m, similarly, the southbound cycle way would be widened to 1.5m.
- 7.49 The cycle lane widening continues north and south from the junction between the existing pedestrian island opposite the Littlegreen Avenue link and the new pedestrian island provided to the south of the site. The islands are considered to act as gateway features into this section of New Lane to encourage lower vehicle speeds and a more cycle friendly environment.
- 7.50 The Highway Authority advise that the accident history at the Crossland Drive / New

Lane junction has been associated with excessive visibility splays available on the approach to the junction which causes motorists to look past cyclists who may already be in the proximity to the junction. To address this issue it is proposed to provide planting on the northern and southern side of Crossland Drive on the approach to the junction which restricts the excessive visibility. Visibility splays of 2.4m x 62m commensurate with recorded speeds would remain available at the junction in line with HCC guidance and is considered acceptable.

- 7.51 The above requirements would be secured via the S106 Agreement as set out in paragraph 7.85 below.

Bus

- 7.52 The nearest bus service facilities are located on St. Albans Road, to the west of the site, approximately a 2-minute walk away. The number 20 and 21 bus provide two services an hour between Portsmouth and Havant. Proposed improvements to improve the uptake of bus travel to the site have been discussed with the applicant. It is acknowledged that the northbound stop is constrained by the narrow footway and it is not possible to implement an improvement. The southbound stop is suitable for the provision of a new bus shelter and a contribution would be secured via the S106 Agreement.

Rail

- 7.53 Havant railway station is approximately 1.1km south-west of the site. Services are provided to destinations including Southampton, Portsmouth and London. Services to Portsmouth are available 7 times an hour from the railway station and therefore represent an alternative mode of transport to the private car for those based in the on-site warehouse.

Personal Injury Accident data (PIA)

- 7.54 The applicant has provided PIA from Hampshire Constabulary for the most recent 10 year period (up to 31st December 2019). The study area covers the lengths of New Lane, New Lane Industrial Estate Access, Crossland Drive/New Lane Junction and Crossland Drive/ St. Albans Road Junction. The Highway Authority have also undertaken an internal review of accident data to bring the record up to date.
- 7.55 The records show a total of 11 recorded accidents occurred within the study area. Of these, 7 were recorded as slight, and 4 recorded as serious, no fatalities were recorded. The Crossland Drive / New Lane junction has recorded 3 slight and 3 serious injuries with 3 of these accidents involving cyclists using the on road cycle lanes on New Lane. The junction has been subject to a number of improvements by HCC over the years to reduce the frequency and severity of accidents at this location. The improvements in relation to pedestrian and cycle safety identified including changes to crossing points, cycle lane widening and planting to reduce visibility are proposed to address these safety concerns and would be secured via the S106 Agreement.

Development Proposal

- 7.56 The proposal would result in the demolition of the existing buildings on site and the provision of a distribution centre of 15,546 sqm in size where parcels are delivered via vans to the local area. 868 delivery vans would be branded and stored on site rather than off site at drivers own addresses or elsewhere.

- 7.57 The vans stored on site would undertake what is referred to as 'last mile' of distribution – it should however be noted that the delivery area is within a 1 hour delivery catchment area from the site. The vans would leave the site in the morning between 07.00-12.00 and return between 16.00-21.00. The vans would also be loaded to ensure that they can deliver goods for 6 hours, ensuring that there would be only one trip to and from the distribution centre by the delivery vans.
- 7.58 Onsite staff would have a shift pattern outside the network peak hours with the shifts clarified as (07:00-15:00, 15:00-23.00 and 23.00-07.00). Therefore, onsite activity overnight would be the receipt of goods from HGV's ready to be dispatched the next day, together with the arrival and departure of warehouse staff. The fleet of vans would not be active after 21.00 hours.
- 7.59 To ensure that any potential operator of the site would operate in an acceptable manner in terms of highway impacts it is considered necessary to condition appropriate management plans are in place and these are considered in detail below.

Vehicular Access

- 7.60 The proposed development would be provided with three separate vehicular accesses from New Lane. The middle and southern junction are existing and are not proposed to be amended. The northernmost junction would be a new access.
- 7.61 HGV access would be solely via the existing southern access, this would be secured via the design of the internal layout and forms part of the proposed operational management plan. The existing central access would be used by staff based on site in the distribution centre and only provides access to the staff car park. Van drivers delivering goods from the site and returning would use a mixture of the new northern access and existing southern access.
- 7.62 The acceptability of the access has been assessed by the Highway Authority following assessment of traffic flows, speed surveys, visibility splays and tracking drawings. Based on the evidence produced including previous site usage, the 3 priority junctions are considered suitable for the development.

Parking Provision

- 7.63 The proposal includes the provision of 208 car parking spaces for employees working on site served by the central site access. Havant Borough Parking Standards require 1 car space per 90 sqm of floorspace for B8 Warehouse use. For an external floorspace of 15,546 sqm this would require 173 spaces and the car parking proposed is therefore considered sufficient to serve the on site staff.
- 7.64 In addition to the above there would be 868 van storage spaces within the site including van waiting and loading areas. The intention is for delivery drivers to travel to the site, pick up their van, load at the distribution centre and depart on their route. For delivery drivers travelling to the site via their own cars they would park in the operational van storage spaces whilst deliveries are made. This dual use of spaces would ensure sufficient space for van drivers vehicle parking on site.
- 7.65 In terms of cycle parking, the proposal is for the provision of 50 cycle parking shelter spaces. The parking standards would require 31 long stay spaces and 16 short stay spaces. The provision would therefore exceed the minimum standard and is considered acceptable subject to the imposition of a suitable condition.

Management Plans (Operational Management, Car Park Management Plan, Delivery Servicing and Management Plan)

- 7.66 It is considered to be important to ensure that this business and any subsequent business operating the Distribution Warehouse on the site does so in a manner that equates to the model of operation detailed in the supporting transport information. The application has therefore been supported by a Framework **Operational Management Plan**.
- 7.67 The plan details key traffic figures from the assessment such as the expected daily use of each access, peak hour trip generation and the distribution of site traffic. This information underpins the assessments reviewed by the Highway Authority providing confirmation that the site will operate as it has been assessed at planning. Should the prospective occupier wish to operate the site in a different manner, the Operational Management Plan will need to be varied and will therefore require a re-assessment which the Highway Authority and Local Planning Authority must agree before it can be considered acceptable.
- 7.68 The Operational Management Plan is recommended to be secured via planning condition and would need to be formally varied to allow a different occupier to use the site should their operational needs vary from those which has been assessed to date. In addition to allow for the monitoring of van traffic routing associated with the site a condition is recommended to ensure that all vehicles operated from the site are clearly identifiable by their livery. A condition to this effect is therefore recommended.
- 7.69 A Framework **Car Park Management Plan** covers the parking provision for staff and delivery van drivers including information on how arrivals will be managed and monitored. Additional mitigation is also suggested if the proposals do not result in the efficient operation of the car park. It is recommended that the Car Park Management Plan is secured by condition.
- 7.70 A Framework **Delivery Servicing Management Plan** provides further information on how HGV movements will be managed to the site. HGV's are required to follow the existing signed route via Petersfield Road and Crossland Drive. Refuse collection would be carried out internally to the site via the southern access. It is recommended that the Delivery Servicing Management Plan is secured by condition.

Trip Generation & Distribution

- 7.71 The Supplementary Transport Assessment presents scenarios with regard to the trip generation from the previous maximum usage of the site compared to the proposed traffic generation levels. The Highways Authority confirms that netting a certain level of trips proportionate to the sites current use would be reasonable but netting all the trips from the maximum permitted use would not be reasonable (given the wind down in site operation). This information is helpful however for understanding how the site could impact on the local highway network should the site be more fully occupied under the existing permission.
- 7.72 The Highways Authority have agreed that the proposed occupier trip generation will be utilised for understanding traffic generation from this site. This data has been compared against the industry standard TRICS database which confirms that the AM and PM peak hour traffic generation is lower in a TRICS assessment than in the occupier data provided the applicants assessment is considered to be robust. The peak hour AM and PM are set out below for all modes of transport:

Time Period	Car			LGV (excl. cars)			HGV			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
08:00	121	0	121	0	216	216	1	1	2	122	217	339
17:00	0	105	105	216	7	223	1	1	2	217	112	329
Daily	541	541	1082	628	628	1256	39	39	78	1208	1208	2415

7.73 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.

7.74 The distribution of traffic from the site has been assessed and the following distribution is anticipated:

- 70% via New Lane/Crossland Drive junction;
- 29% via New Lane North; and
- 1% southbound to deliver to nearby residents.

7.75 To ensure that the proposed distribution is adhered to, the distribution expectations as set out above will need to be updated within the Operational Management Plan to ensure that all staff follow the agreed routes. No van drivers will be allowed to utilise the residential roads to the south of the site when making their deliveries unless it is to nearby properties.

Junction Modelling/Assessment

7.76 Junction modelling has been carried out in relation to New Lane / Crossland Drive; B2149 (Petersfield Road) / Crossland Drive Signals and the Site Accesses from New Lane.

7.77 The distribution of traffic assigns 75% of traffic through the New Lane / Crossland Drive junction. The Highway Authority have assessed the junction model for this and the B2149 / Crossland Drive junction assigning the 75% of traffic through both junctions. Modelling assesses a 2021 base year and 2026 future year scenario, and has been carried out on the basis of both the existing floorspace and use which could be operated from the site in its current condition, and the 'last mile' use proposed under the current application.

New Lane / Crossland Drive

7.78 Under the 2021 scenario, the maximum Ratio to Flow Capacity (RFC) at the junction is 0.73 for right turners on New Lane attempting to access Crossland Drive in the PM peak hour. This equates to a queue of 2.9 vehicles. With the addition of development traffic, the maximum RFC increases to 0.84 a queue length of 5.2 vehicles.

7.79 Under the 2026 scenario, the highest RFC remains for the right turning vehicles into Crossland Drive in the PM peak hour at 0.79 with a queue of 3.9 vehicles. Under the 2026 + proposed development future year scenario, the RFC increases to 0.90, a queue length of 8.0 vehicles. Whilst the approach has increased over theoretical design capacity (0.85), it remains within actual design capacity (1.00). It is noted that under the 2026+ existing use scenario, the right turning into Crossland Drive would operate at RCF 1.04 which is over design capacity, this is greater than with the

proposed development impact which can therefore be considered a betterment.

- 7.80 Were measures required to improve capacity at the junction for right turning vehicles, a right turning lane would be required, which would be contrary to the wider improvement scheme being developed to improve cyclist safety at the junction. Having regard to this, and also the fact that right turning traffic into Crossland Drive will operate within the design capacity of the junction, the Highway Authority therefore conclude that...*the proposed development would therefore not justify the implementation of a right turn lane on New Lane.*

B2149 / Crossland Drive Signals

- 7.81 The Highway Authority's modelling demonstrates that the junction will be operating within design capacity under the future year scenario with the addition of development traffic and requires no further action.

Site Access Modelling

- 7.82 The Highways Authority confirms that... *The modelling...demonstrates that the accesses will be operating within design capacity under the future year scenario and requires no further action.*

- 7.83 Overall it is concluded that the development would have an acceptable impact on junctions within the vicinity of the site.

Travel Plan

- 7.84 A Travel Plan seeking to maximise non-car based transport options for workers accessing and leaving the site has been submitted and is considered acceptable and would be secured via the S106 Agreement.

Highways S106 Requirements

- 7.85 The following S106 Highways requirements are necessary to ensure that the development would operate in an acceptable manner on the Highway network:

- Prior to commencement of development, to enter into a Highways agreement for the following:
 - o Northern site access works as shown in principle on drawing number 205452/PD01 Rev D;
 - o Southern pedestrian island as shown in principle on drawing number 20452/PD13 Rev A; and
 - o The New Lane/Crossland Drive civils works as shown in principle on drawing number 205452/PD07 Rev D.
- To deliver all of the above works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the planting contribution of £27,212 towards the visibility reduction measures on Crossland Drive.
- Prior to commencement of development, to pay the safety engineering contribution of £42,528.50 towards the cycle lane amendment works on New Lane.

- Prior to occupation of development, to pay the £5,500 bus stop contribution towards improving the southbound bus facilities on St. Albans Road.
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Payment of the Travel Plan bond (110% of the cost of the travel plan measures) prior to occupation.

Highways recommended Conditions

7.86 It is recommended that conditions are imposed in relation to:

Operational Management Plan requirements;
 Car Park Management Plan requirements;
 Delivery Servicing Management Plan requirements;
 Construction Traffic Management Plan

Other Matters

7.87 It should be noted that at the time of writing this report there remain a number of clarifications being sought from the applicants Transport Consultant by the Highway Authority and in response to representations made by Havant Civic Society. Members will be updated in relation to any further clarifications received.

7.88 That said, the application has been considered in detail in relation to the potential highway impacts with the Highway Authority seeking amendments and clarifications in relation to the submitted information. The Highway Authority confirm that they.... *raise no objection to the proposed development, subject toS106 obligation and conditions.*

(v) Contamination/Air Quality issues

Contamination

7.89 Given the historic use of the site and surrounding industrial sites contamination matters form a significant issue for the redevelopment of the site. The application is supported by a Phase 1 Contamination Report, Outline Remedial Strategy & Implementation Plan.

7.90 The Council's Environmental Control Officer confirms that the broad conclusions of the Phase 1 report are accepted with some limited comments made. Conditions are recommended (which also take account of Environment Agency conditions). The Environmental Control Officer confirms:

The contamination assessment is accepted. Amendments are required to the suite of conditions proposed by the Environment Agency in order to bring risks to human health into scope, and to ensure that the applicant is not unduly constrained by a strict interpretation of the provisions of the Grampian condition (EA proposed Condition 1).

The relevant planning conditions are recommended to be imposed.

Air Quality

7.91 Air quality aspects are considered to be a material consideration in relation to this development given the vehicle based nature of the 'last mile' delivery operation and the intensity of use across the day.

7.92 Air quality issues are considered to relate to the following aspects:

- *Air Quality – Impact Assessment, Construction Phase (Construction Management Plan)*
- *Development Transport Demand – Distribution, “Rat-Running” (Air Quality)*
- *Air Quality – Emissions Offsetting and Sustainability*

These areas have been assessed by the Council's Environmental Control Officer.

Air Quality – Impact Assessment, Construction Phase (Construction Management Plan)

7.93 The Construction Management Plan (CMP) includes measures to reduce impacts on air quality (dust suppression). The CMP will be listed in the approved details if planning permission is agreed so that its contents control the construction phase of development.

Development Transport Demand – Distribution, “Rat-Running” (Air Quality)

7.94 The Environmental Control officer provides detailed comments in relation to traffic numbers, routing and management and their potential impact on air quality. These matters are closely linked to the Highways Authorities assessments and recommendations regarding conditions and the requirement for management plans. The Operational Management Plan, vehicle numbers using the access points from the development and the identification of vehicles are addressed by the proposed conditions. Further clarification is being sought in relation to traffic routing to avoid routing via Old Copse Road / Lavant Drive / Leigh Road. Members will be updated in relation to this issue. The Environmental Control Officer has confirmed that an objection on air quality grounds cannot reasonably be sustained.

Air Quality – Emissions Offsetting and Sustainability

7.95 The proposal now includes PV provision and a condition is recommended to secure this on the south facing roof of the warehouse building. In addition, Electric vehicle charging provision with passive infrastructure to support future expansion is considered to be a proportionate response which represents good practice. The development also includes enhanced landscaping which would result in a net gain of 'air pollution interception & absorption'. These features substantially contribute to the policy aims of emerging policy E23.

7.96 Overall, impacts on air quality would not warrant a refusal of planning permission.

(vi) Drainage and flood risk

7.97 The application is accompanied by a Flood Risk Assessment and Drainage Strategy. The main considerations are considered to be, Foul Drainage, Surface Water Drainage and impacts on the Water Environment. In assessing these matters consultations have been carried out with Southern Water, Local Lead Flood Authority (HCC), the

Environment Agency and Portsmouth Water.

Foul Drainage

- 7.98 The application sets out that: *foul flows generated from the proposed site will be discharged into the public foul water sewer located under New Lane.* Southern Water confirm that the submitted drainage layout is acceptable subject to a condition. Informatives will also be added in relation to Southern Water requirements if permission is granted.

Surface Water Drainage

- 7.99 In relation to Surface Water drainage this would be dealt with by three separate networks. The scheme would result in a significant increase in permeable areas from 4,897sqm to 10,105sqm. The surface water runoff from the existing footpath along the western site boundary will flow into the surrounding landscaping.
- 7.100 Most of the site does remain impermeably surfaced and opportunities for SuDS features are limited. Car parking bays are to be permeable block paving. The surface water runoff from van parking areas, loading docks and the access road will pass through linear drainage channels, gullies and filtered through the petrol interceptor before they enter the designated cellular storage tanks. Petrol interceptors will prevent potential contaminants that are present in the form of hydrocarbons from oil spillages from reaching the underground storage tanks. Flows will then be restricted to prescribed discharge rates by using flow control devices (hydrobrakes) before conveyed through the proprietary ACO Quadrceptor, providing a level of treatment to surface water flows before discharging into the two outfall points within New Lane (Surface Water Sewer). A pump chamber will be required for the southern boundary drainage route, whereas the rest of the surface water runoff will be conveyed through a gravity piped network.
- 7.101 The Local Lead Flood Authority confirm that following the submission of further information they have no objection to the scheme subject to the imposition of three conditions – modified versions of the conditions are recommended. The Environment Agency raise no objection subject to four conditions which relate to contamination of the water environment and contamination (considered further below). As above Southern Water raise no objections to the proposals.

Water Environment

- 7.102 Given the historic uses of the site and the location within the Source Protection Zone 1c for essential Public Water Supply Source, it is necessary to consider how the water environment would be protected during the development (this is linked to the contamination issues considered below).
- 7.103 Consultations have been carried out with Environmental Health, Portsmouth Water, and the Environment Agency who all have expertise in relation to these matters. Environmental Health confirm in relation to surface water drainage and pollution that:

I note that 5no. proprietary petrol interceptors are included on the drainage network, and that a final stage of treatment via an Aco Quadrceptor unit is proposed. All high-risk areas of the site are appropriately directed via the proprietary treatment units.

Coupled with the permeable surfacing to parking areas, the outline surface water drainage scheme exceeds the SuDS manual Ch.26 requirements for pollution control,

representing best practice. The drainage proposals are supported on this basis.

- 7.104 Portsmouth Water confirm in relation to drainage that the proposals are acceptable and that infiltration would not be a suitable solution due to the sensitivity of the site. In relation to piling and foundations Portsmouth Water confirm that there would be no objection if the piles terminate within the clay layer, if piles penetrate the clay cover a piling risk assessment would be required. A condition is recommended to cover this issue.
- 7.105 Portsmouth Water have confirmed that they are now satisfied in relation to the amended Construction Management Plan in relation to pollution prevention.
- 7.106 The Environment Agency confirm *We have reviewed the submitted remediation method statement. From the information provided we would have no objection to any of the remediation proposal.* They have requested a number of planning conditions which are recommended subject to minor changes as advised by Environmental Health.
- 7.107 In conclusion in relation to drainage, it is considered that foul and surface water drainage proposals are acceptable subject to conditions.

(vii) Ecological impacts

- 7.108 The application has been accompanied by an Ecological Impact Assessment which was updated following consultation feedback together with a Landscape Masterplan Strategy incorporating ecological enhancement.
- 7.109 The Ecological Impact Assessment concludes that:

The site is formed of existing buildings surrounded by hard / bare ground, introduced shrubs and amenity grassland, with a number of scattered trees and treelines. The site itself is of low ecological value with no habitats of interest noted. The site borders a railway lined with trees, which offers moderate ecological value as a wildlife corridor.

The site was found to be of negligible value to roosting bats. The surrounding trees are unlikely to provide roosting, foraging or commuting opportunities for bats, with a single tree offering 'moderate' bat roost potential just outside of the site; mitigation measures have been devised to ensure the development does not contravene any UK or European legislation. No potential for other protected species has been recorded on the site.

Once avoidance and mitigation measures have been taken into account, the impacts of the planned development upon biodiversity will be negligible, non-significant with proposed ecological enhancements resulting in a minor net gain and a long-term positive increase in biodiversity in line with national planning policy guidance.

- 7.110 The Council's Ecologist has confirmed that the site is essentially of minimal ecological value and considered unsuitable for the majority of protected and notable species and no further survey works are necessary. The landscaping proposals include bat and bird boxes as well as native hedging and an 'ecological area' housing a hedgehog box and log pile. The proposals now also include swift boxes on the warehouse building. These measures are considered to represent appropriate ecological enhancements and would be secured by condition.

(viii) Landscaping

- 7.111 The existing site is dominated by buildings and hard standing areas. Existing landscaping including trees are mainly concentrated to the New Lane frontage, along part of the northern boundary, to the eastern (railway line side) and along part of the southern boundary. The current proposals aim to build on this by retaining existing trees and hedges and to enhance this where possible with additional suitable planting.
- 7.112 The most public part of the site is the New Lane frontage and this area also provides the best opportunity for enhancement. The proposed landscaping plan shows the retention of existing landscaping and the provision of native trees including Oak, Hornbeam and Whitebeam to reinforce existing tree and hedgerow planting and to provide additional height. There would also be shrub and groundcover planting and feature ornamental tree planting including within the front parking area.
- 7.113 The northern boundary would retain existing trees and hedges and add additional tree planting and additional hedge planting. In the north-east corner of the site is an area which includes existing tanks, together with eastern boundary trees. This would become an ecological area with additional planting and ecological features.
- 7.114 The existing trees to the eastern boundary adjacent to the railway line form an important boundary feature providing screening from properties backing onto the railway line (and beyond this the application site) in Nutwick Road. These trees would be retained and additional under storey planting added to enhance habitat and wildlife corridor.
- 7.115 The southern boundary will include the retention of existing hedges and enhancement with native planting and understorey planting. Finally, there is an opportunity for further Fastigate Tree Planting to the south and east of the van parking decks where existing hardstanding and building areas are removed.
- 7.116 Subject to a suitable landscaping condition it is considered that suitable landscaping enhancements can be secured on site.

(ix) Other matters

Sustainability

- 7.117 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.
- 7.118 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.
- 7.119 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).

(x) Developer Contributions/S106 Requirements

- 7.120 The proposed development requires a S106 Agreement in order to address off site highway impacts. The heads of terms identified for inclusion are:

- Prior to commencement of development, to enter into a Highways agreement for the following:
 - o Northern site access works as shown in principle on drawing number 205452/PD01 Rev D;
 - o Southern pedestrian island as shown in principle on drawing number 20452/PD13 Rev A; and
 - o The New Lane/Crossland Drive civils works as shown in principle on drawing number 205452/PD07 Rev D.
- To deliver all of the above works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the planting contribution of £27,212 towards the visibility reduction measures on Crossland Drive.
- Prior to commencement of development, to pay the safety engineering contribution of £42,528.50 towards the cycle lane amendment works on New Lane.
- Prior to occupation of development, to pay the £5,500 bus stop contribution towards improving the southbound bus facilities on St. Albans Road.
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Payment of the Travel Plan bond (110% of the cost of the travel plan measures) prior to occupation.

8 Conclusion

- 8.1 In conclusion, the proposal is considered acceptable in principle consisting of the redevelopment of an important site in the New Lane industrial estate where the existing occupier is ceasing their use. The development would provide employment opportunities and support the local economy.
- 8.2 The impact on the character and appearance of the area and neighbours amenities has been considered in detail. Subject to appropriate conditions the impacts are considered acceptable.
- 8.3 The impact of the distribution use on the local highway network including on pedestrians / cyclists and in relation to air quality has been subject to detailed discussion and negotiation with consultees and the applicants transport team. It is considered appropriate to require highway improvements for cyclists and pedestrians and to require detailed management requirements. These would be secured by condition and S106 Legal Agreement. It is considered that highway impacts can be appropriately mitigated and managed.
- 8.4 Drainage / flood risk / contamination / ecological and landscaping issues have been assessed and conditions are recommended to ensure that these matters are appropriately addressed. The application also includes appropriate sustainability features.

- 8.5 Overall, it is considered that subject to S106 requirements, the expiry of publicity and planning conditions Planning Permission can be recommended.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PLANNING PERMISSION** for recommendation code for application APP/21/00200 subject to:

(A) The completion of a Section 106 Agreement to the satisfaction of the Solicitor of the Council to secure the following:

- Prior to commencement of development, to enter into a Highways agreement for the following:

- o Northern site access works as shown in principle on drawing number 205452/PD01 Rev D;

- o Southern pedestrian island as shown in principle on drawing number 20452/PD13 Rev A; and

- o The New Lane/Crossland Drive civils works as shown in principle on drawing number 205452/PD07 Rev D.

- To deliver all of the above works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the planting contribution of £27,212 towards the visibility reduction measures on Crossland Drive.
- Prior to commencement of development, to pay the safety engineering contribution of £42,528.50 towards the cycle lane amendment works on New Lane.
- Prior to occupation of development, to pay the £5,500 bus stop contribution towards improving the southbound bus facilities on St. Albans Road.
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Payment of the Travel Plan bond (110% of the cost of the travel plan measures) prior to occupation.

(B) The expiry of publicity subject to no significant additional issues being raised.

(C) Subject to the following conditions as may be amended by the HPS

- 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:

To be provided

Reason: - To ensure provision of a satisfactory development.

Highways

- 3 A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This shall include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction. The construction phase of the development shall thereafter be carried out in accordance with the approved Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety having due regard to policies CS20 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Prior to the occupation of any relevant part of the permitted development, a Full Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall be based upon the principles outlined within the Vectos Ltd. Framework Management Plan document dated July 2021, be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, including a change of operator-, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the assumptions within the Transport Assessments agreed at planning having due regard to policies DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.

- 5 Prior to occupation of the development hereby permitted a Full Car Parking Management Plan (building on the Vectos Framework Car Parking Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, including a change of operator-, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11, DM12 and DM14 of Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD and the Planning Policy Framework.

- 6 Prior to occupation of the development hereby permitted, a Full Delivery Servicing Management Plan (building on the Vectos Framework Delivery Servicing Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, including a change of operator-, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.

- 7 The development hereby permitted shall not be brought into use unless and until the Cycle Parking shown on drawing No. 2010-S4-P3 have been provided. The cycle storage facilities shall thereafter be maintained and retained in accordance with these details.

Reason: To ensure that adequate provision is made for sustainable transport options having due regard to policy DM14 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 Prior to the occupation of the development the following provisions shall be made on site:

Photovoltaic panels as shown on drawing reference 2109-S4-P3

Electric Vehicle charging provision for 20% of all car and van parking spaces provided on site. In addition the remaining 80% of van parking spaces shall be provided with passive infrastructure to allow for further charging points to be easily installed.

Reason: To accord with the details if the submitted Transport Assessment, to reduce pollution and to help to ensure sustainable development having due regard to policies CS14 and DM10 of the Havant Borough Local Plan, emerging policy IN3 of the Havant Borough Local Plan Submission Version and the National Planning Policy Framework

- 9 All delivery vans operating from the site shall be liveried and branded in a manner to allow for easy identification to ensure that the operation is in line with the operational management plan.

Reason: To allow for monitoring of the site operation in order to ensure that routes to and from the site utilise main routes in the interests of residential amenity and to avoid congestion having due regard to policies CS16, CS20 and DM10 together with the National Planning Policy Framework.

- 10 Prior to the occupation of the development hereby permitted to install and maintain permanent traffic counters and monitor traffic levels across the 3 site accesses in accordance with the figures agreed at planning, as reflected in Appendix A of the Operational Management Plan. Should the figures increase above what was agreed in Appendix A, a re-assessment will need to be undertaken and submitted to the Highway Authority for approval.

Reason: To confirm that the traffic levels presented at planning are reflective of on the on-site operation in the interests of amenity and the efficient operation of the Highway Network having due regard to policies CS20 and DM12 together with the National Planning Policy Framework.

Environmental Controls

- 11 Prior to the commencement of any specific phase of development approved by this planning permission (other than demolition, site clearance, or any other date or stage in development as may be agreed in writing with the Local Planning Authority), an assessment of the nature and extent of contamination at the site shall be submitted to and approved in writing by the Local Planning Authority.

The assessment may comprise separate reports as appropriate, but shall be undertaken by competent persons and unless specifically excluded in writing by the Local Planning Authority, shall include;

1) Further intrusive site investigation & monitoring based on the proposals given within the EPS Ltd. Phase II Environmental Assessment Report Ref: UK20.5052D iss.2.1 (24/05/2021); to provide sufficient data and information to adequately identify & characterise any physical contamination on or affecting the site, and to inform an appropriate assessment of the risks to all identified receptors.

2) The results of an appropriate risk assessment based upon (1), and where unacceptable risks are identified, a Remediation Strategy that includes; • appropriately considered remedial objectives,

- an appraisal of remedial &/or risk mitigation options, having due regard to sustainability, and;
- clearly defined proposals for mitigation of the identified risks.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the Remediation Strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

All elements shall be adhered to unless agreed in writing by the Local Planning Authority.

Reason: Prior assessment has indicated the likely presence of contaminants within areas of the development land that have not previously been investigated. The site is above the secondary superficial aquifer which would be considered a moderately sensitive controlled water receptor. The chalk principal aquifer and associated SPZ1c occurs at depth beneath the site under a layer of London clay. The chalk would be considered a highly sensitive controlled water receptor. Alongside the health of future occupants of the development land, and the health of occupiers of adjacent land, these receptors could potentially be impacted by contamination present on this site. To ensure that the development does not contribute to-, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014 and paragraphs 178-180 of the National Planning Policy Framework.

- 12 Prior to occupation of any part of the site, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and confirmed in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework

- 13 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 178-180 of the National Planning Policy Framework.

- 14 Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water. The details shall include evidence that the surface water sewer asset owner has agreed to the proposed discharge rates and connection. If necessary, improvement to the condition of the surface water sewer as reparation, remediation, restitution and replacement shall be undertaken.

The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that drainage of the site is acceptable to prevent flood and pollution risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan 2011 and the National Planning Policy Framework.

15 Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior the development being brought into use. The submitted details shall include;

2. Maintenance schedules for each drainage feature type and ownership.
3. Details of protection measures.

Reason: To ensure suitable drainage and to avoid flood risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

16 The drainage system shall be constructed in accordance with the Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02. Surface water discharge to the public sewer network shall be limited to 174l/s (1 in 1 year), 395l/s (1 in 30 year) and 395l/s (1 in 100 year). Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority in consultation with the Lead Local Flood Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

Reason: To ensure suitable drainage and to avoid flood risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

17 No piling or other deep foundation using penetrative methods shall take place unless and until details of the piling proposals are submitted to and approved in writing by the Local Planning Authority. If the piles/foundations are proposed to penetrate the full depth of the Clay cover at the site a piling risk assessment and method statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including pollution prevention measures shall be submitted. The development shall be carried out in accordance with the approved details.

Reason: Piling or any other foundation designs using penetrative methods can pose a risk to potable supplies from, for example, turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways for contaminants and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

18 Prior to use of the site commencing, an assessment of noise of all fixed plant, machinery and equipment associated with air moving equipment (including fans, ducting and external openings), compressors, generators or plant or equipment of a like kind, to be installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The noise emitted from the use of this plant, machinery or equipment shall not exceed the noise criteria provided in Tetra Tech's Noise Constraints Assessment A118298 rev 3 dated 09/02/21. The assessment must be carried out by a suitably

qualified acoustic consultant/engineer and be in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound.

Reason: In order to safeguard the amenities of adjoining residential occupiers having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. The details are needed prior to the use of the site commencing so that any additional mitigation measures can be incorporated.

Arboriculture/Landscaping/Ecology/BREEAM

- 19 The development including any demolition shall not commence unless and until a pre-commencement site meeting with the site agent, the applicants Arboricultural Consultant and a Havant Borough Council Arboricultural representative has taken place to ensure that all tree protection is correctly in place. The tree protection shall thereafter be retained and maintained as approved for the duration of the demolition works.
Reason: In the interest of the character and appearance of the area and to ensure the retention of important trees and hedges having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 20 The development including demolition shall take place in full accordance with the Arboricultural Impact Assessment and Method Statement Rev 02 Lizard Landscape Design and Ecology and Tree Retention and Protection Plan Drawing No. LLD2177-ARB-DWG-002 Rev 04. In addition all works within the Root Protection Areas of retained trees shall be supervised by the Applicants Arboricultural Consultants.
Reason: In the interest of the character and appearance of the area and to ensure the retention of important trees and hedges having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 21 The landscaping works shown on the approved plans Drawing No. LLD2177-LAN-REP-001 and detailed in Landscape Design Strategy Lizard Design and Ecology LLD2177-LAN-REP-001 Rev 02 shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following final occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 22 Prior to the commencement on a phase of the development (excluding demolition and temporary works), a Draft Design Stage Assessment demonstrating that the development will achieve at 'Excellent' against the BREEAM Standard, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development contributes to sustainable construction in accordance with policy CS4 of the Havant Borough Local Plan (Core Strategy) 2011 and policy E12 of the Havant Borough Local Plan Submission Version.

- 23 Within 6 months of any phase of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 'Excellent' against the BREEAM Standard in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

Reason: To ensure the development contributes to sustainable construction in accordance with policy CS4 of the Havant Borough Local Plan (Core Strategy) 2011 and policy E12 of the Havant Borough Local Plan Submission Version.

- 24 The development hereby permitted shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Ecological Impact Assessment (Lizard, May 2021 Rev 03) and as shown in the Landscape Masterplan Strategy (Drawing No. LD2177-LAN-DWG-010 Rev 02, Lizard, February 2021) unless otherwise agreed in writing by the Local Planning Authority. All ecological measures shall be implemented and installed in accordance with ecologists instructions and retained in a location and condition suited to their intended function.

Reason: To protect and enhance biodiversity in accordance with the NERC Act 2006, the National Planning Policy Framework and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.

- 25 No part of the development shall be first brought into use until details of the type, siting, design and materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls and acoustic fences have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: To safeguard the amenities of the locality and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Materials

- 26 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 27 Notwithstanding any description of materials in the application no above ground construction shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The details shall include:

Fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:

- finished levels
- hard surfacing material type / product reference and colour
- laying bond
- edging or kerb detail / type
- retaining structures or steps

The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

Reason: In the interests of the amenities of the locality and having due regard to policies CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Employment and Skills

28 The construction and occupation stage of the development hereby permitted shall be carried out in accordance with the Employment and Skills Framework Plan and in particular meet the following requirements:

Construction phase

- Deliver on all KPI's as per the submitted Employment and Skills Framework ensuring these opportunities are provided to Havant Borough Council residents as priority
- Provide named person who has responsibility for recruitment and training of onsite personnel in the construction phase.
- Six weeks from agreement of Planning Permission Contractor/Council initial E & S Plan meeting.
- Monitoring meetings to be scheduled with Contractor and the council on a quarterly basis to review progress.
- Contractor to submit evidence to the council proving Havant Borough residents have benefited from the construction phase of the development.
- Provide press/photo opportunities/case studies involving HB residents before the end of the construction phase.
- Contractor to provide report to the council at the end of construction phase with details of the job, apprenticeship, training, and site visits provided and who benefited.

Occupation phase

- Provide end user HR contact for recruitment.
- Continue quarterly monitoring meetings into recruitment phase to ensure opportunities are provided for Havant Borough residents.

- Deliver 70 permanent jobs, with priority to Havant Borough Council residents.
- Provide dozens of flexible work opportunities and in excess of 100 driver opportunities with priority given for residents of Havant Borough.
- Provide two press/photo opportunity/case study involving HB residents.

Reason: In the interests of providing employment opportunities at the site in accordance with policy CS3 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Appendices:

Appendix A – Location Plan
 Appendix B – Existing Site Plan
 Appendix C – Proposed Site Plan
 Appendix D – Proposed Building Overlay
 Appendix E – Viewpoint Before and After Comparison 1
 Appendix F – Viewpoint Before and After Comparison 2
 Appendix G – Proposed Warehouse Elevations
 Appendix H – Proposed Warehouse Floor Plans
 Appendix I – Proposed Van Parking Deck Plan Levels 0 & 1
 Appendix J – Proposed Warehouse Roof Plan
 Appendix K - Existing and Proposed Site Sections
 Appendix L – Proposed Boundary Treatments Plan
 Appendix M – Proposed Parking and Vehicular Movements
 Appendix N – Tree Preservation and Protection Plan
 Appendix O – Landscape Masterplan Strategy
 Appendix P – Access Road General Arrangement
 Appendix Q – Proposed Junction Layout Landscaping Overlay
 Appendix R – Proposed Highway Works
 Appendix S – Drainage Strategy
 Appendix T - Earlier Environmental Health (Environmental Control Officer) Consultation Responses
 Appendix U – Earlier Highway Authority Consultation Responses.