

HAVANT BOROUGH COUNCIL

At a meeting of the Planning Committee held on 9 September 2021

Present

Councillor Crellin (Chairman)

Councillors Branson, Howard, Hughes, Patel, Patrick and Linger (Standing Deputy)

Other Councillors Present:

Councillor(s):

38 Apologies

Apologies for absence were received from Councillor Mrs Shimbart.

39 Declarations of Interests

There were no declarations of interests relating to matters on the agenda.

40 Site Viewing Working Party Minutes

The minutes of the Site Viewing Working Party held on 6 September 2021 were received.

41 Matters for Deferment

There were no matters to be considered deferment.

42 APP/21/00200 - 32 New Lane, Havant

(The site was viewed by the Site Viewing Working Party)

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.

The Committee considered the written report and recommendation from the Head of Planning to grant permission.

The Committee received supplementary information, circulated prior to the meeting which:

- (1) included written deputations received from Mr Comlay, Mr Golding, Ms Saunders, Mr and Mrs Barlow and on behalf of the applicants;
- (2) Detailed an update to the representations received and updates including to the recommended conditions;

- (3) Provided information requested by the Site Viewing Working Party;
- (4) Provided the highway response to Mr Comlay's deputation; and
- (5) Summarised a Highway Response Note received since the agenda was published.

In view of the public interest shown in this application, the Chairman, in accordance with the Committee's adopted deputation procedure, agreed to an extension of the time allowed for deputations as follows:

- 3 minutes for each objector
- 9 minutes for those speaking in support

The Committee was addressed by the following deputees who in addition to their written deputations, had requested to address the Committee in person:

- a) Ms Saunders, who read out the written deputation circulated to members of the Committee prior to the meeting.

In response to a question from a member of the Committee, Ms Saunders advised that although she had no evidence to support her concerns relating to traffic movements, it was reasonable to suggest that the type of operation proposed would generate more traffic than that generated by the previous occupier

- b) Ms Brooks, who read out the written deputation attached as an appendix to these minutes.

In response to a question from a member of the Committee, Ms Brooks advised that the houses in Nutwick Road were on the same level as the application site; the railway line between the application site and Nutwick Road was on a higher elevation.

- c) Mr Comlay, who highlighted the following issues raised in his written deputation:

- i) there had never been, to his knowledge, any 7 day, 3 hour shift round the clock business on the application site;
- ii) the failure to advise on who the intended occupier would be was arguably is an error in the information submitted to the Committee;
- iii) omissions and errors in the traffic data submitted to support the application;
- iv) the number of proposed secure jobs was insufficient for such a prime site;

- v) employment details that had not been supplied; and
- vi) the impact of the traffic likely to be generated by the proposal

In response to a question from a member of the Committee, Mr Comlay advised that traffic in New Lane had never been an issue. His concern was with the impact of introducing a traffic generating business in the middle of a town already heavily constrained by traffic.

In summing up his deputation, Mr Comlay advised that, in accordance with the Council's Constitution, this application should be deferred because there were several clarifications being sought from the applicants. He recommended that, for the town's sake, the Committee should refuse the application.

- d) Mr Fry, one of the applicants, who reiterated the issues raised in the applicants' written submission.

In response to questions from members of the Committee, Mr Fry advised that:

- i) the bespoke vans would not be fully liveried from the first day of operation but the applicants were discussing a condition to ensure that the vehicle were identifiable.
 - ii) the occupier would have total control of its vehicles' movements
 - iii) outlined the part time and driver opportunities associated with this proposal
 - iv) outlined the parking facilities on site
 - v) advised that operation management plan would control the operations on the site
 - vi) the bespoke vans would be returned to the application site at the end of each day
 - vii) sufficient parking would be provided to reduce the risk of parking overspilling onto local roads; and
 - viii) although he could not speak for the occupiers, he was sure that, in view of the applicants record in other areas, the potential occupier would build a close relationship with the Council and other community groups
- e) Mr Dix, the applicants' traffic consultant, who highlighted the following issues raised in the applicants' written submission.

- i) the application site was an existing employment site in an identified employment area
- ii) the road network had which would be used to access the application site had been developed as part of the wider area
- iii) the site was in accessible site with access to public transport and this accessibility would be further enhanced by highway improvements
- iv) a Travel Plan would be adopted which would encourage staff and visitors not to use their vehicles to access the site
- v) explained the robustness of the traffic data
- vi) advised that the delivery vans would be stored overnight, leave the site in the morning, and not return until the evening
- vii) outlined the operational arrangements to control traffic movements to and from the site to reduce the impact on occupiers of nearby residential properties and other traffic users
- viii) advised that the proposed highway improvements to improve accessibility to the site and add additional safety features were designed using robust data and agreed by the Highway Authority
- ix) the traffic likely to be generated by the proposal would not exceed maximum traffic generated by the previous use of the site. However, the traffic generated throughout the day would be more than in recent times as the use of the site had been reduced
- x) the traffic likely to be generated by the proposed use would not lead to delays in nearby junctions other than those normally expected at urban junctions

the highway authority did not object to the scheme

In response to questions from members of the Committee, Mr Dix advised that:

- i) the HGVs would belong to the occupier of the site and their routes would be controlled by the occupier through the traffic management plan;
- ii) there would be 78 HGV traffic movements across a whole day;
- iv) the site would cater for small parcels and not larger items that would require two persons to move; and

- v) the comparison of the traffic likely to be generated by the proposal and the previous use was based on bespoke data provided by the potential occupier and traffic generation appropriate for the previous use

In response to the comments made by the deputies, the officers advised as follows:

Mrs Brooks

- The measures outlined in the Noise Constraints Assessment and Operational Noise Management Plan were designed to reduce the noise impact on properties in Nutwick Road
- The loading bays and buildings had been moved away from Nutwick Road to reduce the impact of the proposed use on properties in Nutwick Road
- Although the site would be well lit, this lighting would be directed away from properties in Nutwick Road. The impact of this lighting would also be reduced by the tall tree screen between the application site and Nutwick Road
- The Environmental Health Team had raised no objections subject to conditions designed to reduce noise disturbance to nearby properties
- Congestion and the impact on the highway network had been thoroughly assessed by the Council and the Highway Authority

Ms Saunders

- Although the pandemic had stimulated a growth in last mile operations, this type of operation had been well established before recent times
- Conditions were recommended to enable the Council to monitor the transport and routes taken to and from the site
- The Committee had to consider the application as submitted and could not explore alternative sites
- The appropriateness of the site had been assessed

In response to questions from the Committee, officers advised that:

- the total percentage of total traffic to be generated by this use across Havant was not known
- The Environmental Health Officer did not raise any objections to the scheme on air quality grounds

The Committee discussed the application in detail together with the views raised by deputies.

During the debate, a member of the Committee expressed concerns that the Committee was not aware of the proposed occupier and that the traffic information was not complete.

However, the majority of the Committee considered that:

- The proposal would introduce highway improvements that would improve the safety and free flow of traffic on New Lane and adjoining roads
- Although the traffic data appeared confusing, it would be difficult to refuse on highway grounds as the Highway Authority had no objections to the scheme
- It would be difficult to refuse the application on air quality pollution grounds as the Environmental Health Team had raised no objections in terms of air quality
- The scheme would have a beneficial impact on the wider community
- The existing tree screen would help reduce the impact of the scheme on the properties in Nutwick Road
- Adequate measures were proposed to address the impact of the scheme on residential properties in Nutwick Road
- Adequate measures were proposed to ensure that the applicant would be able to control the routes taken by vans
- the name of the proposed occupier was not a material consideration

Members expressed a desire that the new occupier would establish a working relationship with local residents and businesses to address any problems that might arise from the operation of this site.

A majority of the Committee were therefore minded to grant permission and it was:

RESOLVED that application APP/21/00200 be granted permission 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:
 - Northern site access works as shown in principle on drawing number 205452/PD01 Rev D;

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

Plans:

Proposed Warehouse Elevations Drawing Number 2101-S4-P6
Proposed Warehouse Floor Plan Drawing Number 2102-S4-P6
Proposed Van Parking Deck Plan - Levels 0 & 1 Drawing Number 2103-S4-P4

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

Documents:

Planning Statement Luken Beck February 2021
Design and Access Statement SMR Architects 7379/DAS/V3
February 2021
Transport Statement - Vectos February 2021
Supplementary Transport Assessment - Vectos July 2021
Transport Assessment Addendum - Vectos - Bus Services
205452/N09
Daily Trip Generation Note - Vectos - 205452/N10
Highways Response Note - Vectos 205452/N13
Travel Plan - Vectos January 2021

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

Dialux External Lighting Assessment Report Thorux Lighting
Report Number JW/LW/540939/DLX
Framework Operational Management Plan -Vectos July 2021
Framework Delivery and Servicing Management Plan - Vectos
July 2021
Framework Car Park Management Plan - Vectos July 2021

Reason: - To ensure provision of a satisfactory development.

- 3 The construction phase of the development shall be carried out in accordance with the approved Construction Management Plan (produced by TSL) Issue No.3, unless otherwise agreed in writing by the Local Planning Authority. This includes 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 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, 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, 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, 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 of 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. The monitored details shall be fed into Hampshire County Council's permanent traffic count database and available to view as required by the Local Planning Authority and County Highway Authority.

Reason: To confirm that the traffic levels presented in the Operational Management Plan at planning are reflective of 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 (except for demolition and preparation works) 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 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 residents with particular focus on 16-24yr olds in Leigh Park
- 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 residents have benefited from the construction phase of the development.
- Provide press/photo opportunities/case studies involving Havant 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 residents.
- Ensure active marketing campaigns target the recruitment of permanent jobs for Havant residents with particular focus on 16 - 24yr olds in Leigh Park and the immediate area.
- This includes working with agencies / contractors which provide flexible work and driver opportunities, with best endeavours given to prioritise or attract residents of Havant Borough.
- Provide two press/photo opportunity/case study involving Havant 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.

43 APP/20/01127 - Mill Rythe Holiday Village, 16 Havant Road, Hayling Island

(The site was viewed by the Site Viewing Working Party)

Proposal: Application for full planning permission, pursuant to APP/16/01237, for the redevelopment of the holiday site including the demolition of redundant chalets, use of land for the siting of 112 holiday caravans with areas of open recreational space, cease the use of the land for pitch and putt purposes and retain the remaining pitch and putt area as a managed wildlife area including the provision of an ecology bund & ditch, landscaping, the siting of three bird hides with bat roost in their roof spaces and a mown 'circular wildlife walkway'.

The Committee considered the written report and recommendation from the Head of Planning to grant permission

The Committee received the supplementary information, circulated prior to the meeting which included a deputation submitted by the applicant.

In response to questions from members of the Committee, the officers advised that.

- Although the occupation of the site would be for all year round, conditions would ensure that it would be for holiday use only.
- The colour palette for the static caravans would comply with the palette recommended by the Chichester Harbour Conservancy
- There would be measure to reduce light emanating from the site

The Committee discussed the application in detail together with the views raised by depute.

The Committee considered that it would be improvement for the area, enhance the site and would benefit the local economy.

RESOLVED that application APP/20/01127 be granted permission subject to:

- (A) the completion of a Section 106 Agreement as set out in paragraph 7.60 of the submitted report; and
- (B) the following conditions (subject to such changes and/or additions that the Head of Planning considers necessary to impose prior to the issuing of the decision):
- 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:

Arboricultural Impact Assessment and plan MJC-20-0157-02

Rev: A Sheet 1, 2, 3 and 4

Bat surveys Report No: RT-MME-153320 Date: November 2020

Ecological Mitigation Strategy Report No: RT-MME-153231-03 Date: November 2020

Flood Risk Assessment & Drainage Strategy ref: 01C00816. Landscape and Visual Impact Assessment 7th October 2020

Planning Statement

PRELIMINARY ECOLOGICAL APPRAISAL Report No: RT-MME-153231-01 Date: November 2020

Reptile survey Report No: RT-MME-153231-02 Date: November 2020

Transport statement - November 2020 V2.0

Site Location Plan - 3877-300 Rev:A

Proposed site plan 3877-410 REV R

Proposed bird hide 3877-411

Proposed bund and Ecology ditch cross section 3877-412A

Reason: - To ensure provision of a satisfactory development.

Submission of materials and samples

- 3 Notwithstanding the details shown on the approved plans no development shall commence unless and until a schedule of materials and samples of such materials and finishes and colours to be used for external walls, windows, and roofs of the refurbished buildings and for all caravans, including external walls, roofing, window/door frames and ancillary access or decking elements surfacing and boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of the character and appearance of the area, the adjacent AONB and the quality of the development, in accordance with policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

Landscaping

- 4 No development shall take place until a further detailed Scheme of Soft and Hard Landscape Works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- i) Written specifications (including cultivation and other operations associated with plant and grass establishment,
 - ii) Planting methods, tree pits & guying methods,

- iii) schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate,
- iv) Retained areas of grassland cover, scrub, hedgerow, trees and woodland,
- v) Manner and treatment of watercourses, ditches and banks,
- vi) A schedule of landscape maintenance for a minimum period of 5 years include details of the arrangements for its implementation,
- vii) Details of all hard-surfaces, such as paths, access ways, seating areas and parking spaces, including their appearance, depth and permeability,
- viii) Means of enclosure, in particular boundary walls and planting around properties and holiday caravans including their frontages, including any retaining structures,
- ix) A timetable for implementation of the soft and hard landscaping works.

The scheme of Soft and Hard Landscaping Works shall be implemented in accordance with the approved timetable. Any plant which dies, becomes diseased or is removed within the first five years of planting, shall be replaced with another of similar type and size, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape and mitigate any impact upon the amenities of neighbouring properties, in accordance with policies CS12 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

Lighting

- 5 Details of external lighting to be installed at the site shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of the development. The lighting shall be installed, maintained and operated in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect the amenity of future residents, create an appropriate public realm, and conserve dark night skies of the AONB in accordance with policies CS12 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011, and the NPPF.

Landscape and Ecological

- 6 No development shall commence until a detailed Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. All LEMP measures shall be in accordance with those detailed within the Habitats Regulations Assessment (Middlemarch, March 2021) and the Ecological Mitigation Strategy (Middlemarch, November 2020) unless otherwise agreed in writing by the Local Planning Authority. The LEMP shall include (but not necessarily be restricted to): details of all habitat and species mitigation measures; costed management plan for the Solent Wader & Brent Goose site H43/Mill Rythe Holiday Park Site of Importance to Nature Conservation (SINC); details of the location, composition and ongoing management of all compensatory or enhancement habitat; location, type and number of all bat/bird boxes and other ecological enhancements; details of lighting. All ecological compensation/enhancement measures shall be installed/implemented in accordance with ecologist's instructions and retained in a location and condition suited to their intended function.

Reason: To protect and enhance biodiversity in accordance with the Conservation Regulations 2017, the Wildlife & Countryside Act 1981 (as amended), the NERC Act 2006, NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

- 7 No development shall commence until a Construction Environment Management Plan (CEMP) has been submitted to and agreed in writing by the Local Planning Authority. This shall include details of measures to avoid harm to the natural environment, including explicit avoidance and mitigation measures and the roles and responsibilities of those persons responsible for implementing the agreed CEMP. The details shall also include:
- a) waste disposal measures to be implemented linked to any demolition, excavation, clearance and construction works on the site; and
 - b) Measures to minimise creation and impact of dust.
 - c) Consideration of how certain activities will be limited in time, location or noise level to minimise the risk of disturbance to SPA birds (i.e. October to March inclusive). Details of noise monitoring of the construction and demolition work at sensitive locations,
 - d) Any percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax - measured at the sensitive receptor which is the nearest point of the SPA or SPA supporting habitat - high tide roost sites) should not be undertaken during the bird overwintering period (i.e. October to March inclusive).

- e) Measures to visually screen the construction works from the sensitive areas;
- f) Details of the ornithological watching brief necessary for any demolition and construction works during October to March.

The CEMP shall be in accordance with the measures detailed within the submitted Habitats Regulations Assessment (Middlemarch, March 2021) and the Ecological Mitigation Strategy (Middlemarch, November 2020).

Reason: To protect biodiversity in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Highways

- 8 No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority (in consultation with Highway Authority), the details shall include:
- (a) A programme of and phasing of demolition (if any) and construction work;
 - (b) The provision of long term facilities for contractor parking;
 - (c) The arrangements for deliveries associated with all construction works;
 - (d) Methods and phasing of construction works;
 - (e) Access and egress for plant and machinery;
 - (f) Protection of pedestrian routes during construction;
 - (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;

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

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 Prior to the occupation of the development hereby permitted details of signage to warn vehicle drivers of the need to give way to users of the Right of Way, 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 and the agreed signage shall thereafter be retained at all times.

Reason: In the interests of highway safety and having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Control over use

- 10 The holiday caravans and chalets shall be occupied for holiday purposes only and shall not be occupied as a person's sole or main place of residence. The operators of the holiday village shall maintain an up-to-date register of the names of all owners of caravans on the site and of their main home addresses and shall make this information available at all reasonable times to the Local Planning Authority.

Reason: To ensure that control over the development and that the caravans do not become separate residential dwellings in accordance with policy DM4 of the Havant Borough Local Plan (Core Strategy) 2011 and NPPF.

- 11 No more than 309 static caravans used for holiday accommodation shall be stationed on the site.

Reason: To ensure that control over the development and that level of development on the site, given its sensitive location in accordance with policies DM4, DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and policies AL1 and AL2 of the Havant Borough Local Plan (Allocations) 2014.

Contamination

- 12 Prior to the commencement of any specific phase of development approved by this planning permission (or such 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, whether originating from within or outside the curtilage, 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) An intrusive site investigation based on the proposals outlined within the ASI Ltd. Preliminary Ground Contamination Risk Assessment Report Ref: R17-12377/ds Aug 2017 Rev.1.0; 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 any Remediation Strategy required under (2) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance of engineered mitigation measures, and arrangements for contingency action.

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

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. Contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future employees & guests at the site, and/or to adjacent sensitive environmental receptors.

- 13 Prior to the occupation of any relevant part of the permitted development, any verification report required in accordance with condition 12 shall be submitted to and approved 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, and must demonstrate that site remediation criteria have been met. Where longer-term monitoring of pollutant linkages is identified as being necessary, the report shall clearly set out plans for monitoring, provision for maintenance, relevant triggers and contingency actions (a "long-term monitoring and maintenance plan").

The long-term monitoring and maintenance plan shall be implemented in accordance with the approved details.

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. Contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future employees & guests at the site, and/or to adjacent sensitive environmental receptors."

Drainage and flooding

- 14 No development shall commence on site until details of a scheme for foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. Such details should include provision for all surface water drainage from parking areas and areas of hardstanding. Where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:
- i) Specify the responsibilities of each party for the implementation of the SUDS scheme
 - ii) Specify a timetable for implementation
 - iii) Provide a management and maintenance plan for the lifetime of the development. This will include the condition of the existing ditch, which will take surface water from the development site, should be investigated before any connection is made. If necessary, improvement to its condition as reparation, remediation, restitution and replacement should be undertaken. Evidence of this, including photographs should be submitted. In addition details of the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The development shall be carried out in accordance with the approved details before any part of the development is occupied and shall be retained thereafter.

Reason: To ensure adequate provision for drainage in accordance with the NPPF and in accordance with policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011.

- 15 The development hereby permitted shall be carried out in accordance with the approved 'Flood Risk Assessment and Drainage Strategy' compiled by Avison Young dated December 2020) and the following mitigation measures detailed in the FRA:

- i) Finished floor levels shall be set no lower than 650mm metres above ground level.
- ii) All holiday lodge caravans shall be anchored to the ground in at least two places to prevent lateral displacement should a flood event occur.
- iii) A Flood Warning and Evacuation Plan shall be written for the site and all staff shall sign up to receive Environment Agency Flood Warnings.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, unless otherwise agreed in writing, by the Local Planning Authority.

Reason: The site is within flood zones 2 and 3 where development is sensitive to flood risk, as such without the protection measures outlined within the Flood Risk Assessment in accordance with policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011.

Water efficiency

- 16 The development hereby permitted shall not be occupied until:
- (a) A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; and
 - (b) All measures necessary to meet the approved water efficiency calculation have been installed.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011, and Policy E14, EX1 and E12 of the Pre-Submission Havant Borough Local Plan.

- 17 At all times following occupation of the development hereby approved, all measures necessary to meet the approved water efficiency calculation shall be maintained so as to ensure that no more than 110 litres per person per day shall be consumed in the development in perpetuity.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011, and Policy E14, EX1 and E12 of the Pre-Submission Havant Borough Local Plan.

Trees

- 18 No development, including demolition shall commence until the submission of a Tree Survey and updated Arboricultural Impact Assessment (including a Tree Constraints Plan), Arboricultural Method Statement and Tree Protection Plan showing the tree or group of trees, the Root Protection Area(s) and the crown spread(s) in relation to the proposed development has been submitted to and agreed in writing by the Local Planning Authority. All tree root protection areas identified, shall be protected by protection fencing in accordance with BS 5837:2012.

The approved tree protection measures shall be implemented before any equipment, machinery, or materials are brought on to the site in connection with the works. They shall be retained intact for the duration of the construction works and shall only be removed or altered following completion of that phase.

Reason: To preserve the amenity visual amenity of the locality in accordance with policies CS11, CS12 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011

44 Havant Thicket Update Report

The Committee received a progress report on the applications for the Havant Thicket Reservoir and associated pipeline.

The meeting commenced at 5.00 pm and concluded at 6.52 pm

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Chairman

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Deputation to HBC Planning Committee on 9th September 2021
re. Planning Application 21/00200
Demolition of former Pfizer buildings at 32 New Lane, Havant
and building a Warehouse Distribution Centre

As resident who lives close to the site, across the railway line in Nutwick Road, I object strongly to this application.

Disturbance at night

Application documents state that 39 HGVs will be entering the site daily and the majority will be at night. There will be 4 per hour between 10 pm and 6 am, 7 days per week. So overnight we will hear all the noise of them reversing with loud alarms and manoeuvring to unload (and probably shouting to go with it). The loading bays are on the east side of the warehouse, **closest to us**. An acoustic fence is planned, but is not expected to be very effective at cutting noise. Bright lighting will also cause disturbance. There are about 17 houses in Nutwick Road which back onto the site (on the other side of the railway line) who will be most affected by this. Other houses which are near but further back will also experience some of the effects.

Having lived here for over 4 years, I can say that it is rare to hear any noise from the Pfizer site, even when it was in full operation. We are used to trains going by but the time in between is quiet and the trains stop completely for several hours during the night. Night-time HGV noise will have a big impact on us. In addition they will also increase the night-time disturbance of people who live along the approach routes to New Lane from the A27 and A3M, who at present enjoy a lull in traffic during the night.

Traffic Congestion and Air Pollution

Although the Havant Traffic Team and Hampshire County Council think that the effect of 2,415 extra vehicle trips per day will have an insignificant effect on congestion in and around Havant Town, I concur with the view of Havant Civic Society that this is an underestimate. Also, what is calculated to be technically insignificant may well prove very significant to those experiencing the increased congestion in the town.

A warehouse distribution centre would be much better sited on the outskirts of town, further away from residential areas, with shorter access routes to the A27 and the A3M, e.g. Dunsbury Park or Southmoor Lane. This is supported by Havant's Local Plan and Regeneration Strategy.

It is surprising that the prospective operator does not themselves see the advantage this, which would allow them shorter journey times, rather than have their vehicles stuck in congestion travelling to and from New Lane.

Employment

More employment is needed in Havant which has relatively high levels of social deprivation. But this is not the answer.

Proposals for an Employment and Skills Framework Plan sound positive, but what will be the reality?

The operator of the distribution centre will be relocating to Havant from elsewhere. There will be 70 full-time staff and one would expect many of these to relocate from their previous base, leaving few of these jobs for local people.

At peak times they also want to employ up to 200 agency staff. This kind of employment is associated with low wages and job insecurity. It generates in-work poverty and will not reduce social deprivation.

32 New Lane should be used for an industry which can offer quality employment for local people, and not one that causes so much harm to Havant Town and to those who live nearby.

Patricia Brooks 05.09.2021.