

Appendix A

Earlier consultation responses:

Arboriculturalist HBC

Further Comments:

Although brief the Ab information now appears to offer adequate protection for the trees identified to be retained.

If permission is given then a condition whereby the AMS and TPP are adhered to is essential so as to ensure the trees are fully protected.

A pre commencement site visit should be arranged prior to any works starting once the fencing is installed.

A service plan should also be agreed and signed off prior to any works being undertaken. The services must not be detrimental to any of the retained trees

Original Comments:

I have assessed the proposals in relation to trees and have the following comments to make:

The trees which are affected by this proposal are all off site trees. To the south on Martin Road, are two Horse Chestnuts and one Oak - all of which have significant public amenity value, however it is noted that Horse Chestnut numbered T005 is shown to be removed due to the extensive decay at the base.

My main concern with this proposal is the driveway through the RPA of these trees at the southern end of the site onto Martin Road. I will need to see a detailed engineer proposal submitted as part of the application process to demonstrate if this access can be created to highway standard as a no dig solution and without detriment to the trees.

Building Control

Further Comments:

Comments

No change to previous comments raised

Access roads to buildings should be sufficient to carry refuse and fire authority vehicles along with width and turning facilities

Access routes from Fire vehicle to building entrance point to comply with Approved Document B (Dead end roads turning provisions needed)

Southern Water Sewers Foul & Surface cross this site adjacent to Petersfield Road. If within 3m consult with SWS

Building Regulation application will be required for this work

Original Comments:

Access roads to buildings should be sufficient to carry refuse and fire authority vehicles along

with width and turning facilities.

Access routes from Fire vehicle to building entrance point to comply with Approved Document B.

Southern Water Sewers Foul & Surface cross this site adjacent to Petersfield Road. If within 3m consult with SWS.

Building Regulation application will be required for this work

Community Infrastructure HBC

Mixed-use development comprising 175 apartments and two drive-through restaurants, together with associated access, parking and landscaping.

Updated Comments - HBC Community Infrastructure Officer 08/03/2021 (replaces previous comments)

CIL

The CIL rate is set out in our Charging Schedule:

<http://www.havant.gov.uk/sites/default/files/documents/HBC%20CIL%20Charging%20Schedule%20Full%20Document%20Feb%202013.pdf>

The amounts in the Charging Schedule are indexed according to the year in which permission is issued. If the permission is issued in 2021 the amount of indexation will be 48.66%. It may change if permission is issued in 2022.

S106

Subject to statutory consultee responses we would expect the S106 to include (amongst any other site-specific obligations necessary):

1. Affordable Housing (offsite?)
2. HBC Monitoring Fees*
3. HCC Monitoring Fees
4. Management Company
5. Management Plan (may include SUDS)
6. Solent Recreation Mitigation Strategy (see further information)**
7. Nutrient Neutrality <https://www.havant.gov.uk/nitrogen-developers>
8. Employment and Skills Plan
9. Education (HCC)
10. SUDS/SUDS Bond (Bond not necessary if Southern Water have agreed to adopt SUDS once installed)
11. Travel Plan (HCC)
12. Highway Works (HCC)
13. Site Specific Transport Improvements (HCC)
14. Others arising out of consultee responses

SEE THE HBC DEVELOPER CONTRIBUTIONS GUIDE FOR ADDITIONAL INFORMATION:

Latest version accessible from: <https://www.havant.gov.uk/community-infrastructure-levy>

*Monitoring Fees: As part of the 'Heads of Terms' it would be necessary to include monitoring fees. The amended CIL Regulations effective 1/9/19 regularise the collection of S106

monitoring fees. We already have an agreed schedule of charges and these are set out below (updated figures provided from 1/4/21):

	Prices 2021/2022	VAT	Comments
S106 Monitoring Fees	£753.80 per non-financial head of term	○	Monitoring fee capped at a maximum of £10,883 ¹ per application
The Council charges a fee to monitor all planning obligations as set out in the CIL Regulations and this is decided at a cost per head of term contained within the obligation and is in addition to the legal charge for drafting and checking the obligation.	5% of cost per financial head of term	○	
Solent Recreation Mitigation Partnership		○	Payment for management of Internationally <u>protected</u> Habitat. Contribution per dwelling plus monitoring and administration charge ² . Further details: www.havant.gov.uk/planning-and-environment/planning-services/solent-recreation-mitigation-partnership-financial-contribution

○ – Outside the Scope

**Solent Recreation Mitigation Strategy The updated charges from 1/4/21 are set out below, based on the maximum number of dwellings and bedroom sizes; contribution will be indexed (RPI):

<http://www.havant.gov.uk/unilateral-undertaking-solent-recreation-mitigation-strategy>

No of Bedrooms (per dwelling)	Amount	Monitoring Fee
1	£361.00	Plus 5% of total (sum may be included in 'Monitoring Fees' outlined at point 2)
2	£522.00	
3	£681.00	
4	£801.00	
5+	£940.00	

Further Comments:

Mixed-use development comprising 175 apartments and two drive-through restaurants, together with associated access, parking and landscaping.

Comments - HBC Community Infrastructure Officer

CIL

The CIL rate is set out in our Charging Schedule:

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S106

Subject to statutory consultee responses we would expect the S106 to include (amongst any other site-specific obligations necessary):

1. Affordable Housing (offsite?)
2. Monitoring Fees*
3. Management Company
4. Management Plan (may include SUDS)
5. Solent Recreation Mitigation Strategy (see further information)**
6. Nutrient Neutrality <https://www.havant.gov.uk/nitrogen-developers>
7. Employment and Skills Plan
8. Education (HCC)
9. SUDS/SUDS Bond (Bond not necessary if Southern Water have agreed to adopt SUDS once installed)
10. Highway Works (HCC)
11. Site Specific Transport Improvements (HCC)
12. Others arising out of consultee responses

SEE THE HBC DEVELOPER CONTRIBUTIONS GUIDE FOR ADDITIONAL INFORMATION:

<https://www.havant.gov.uk/sites/default/files/documents/Update%20Sep%202020%20V2.pdf>

*Monitoring Fees: As part of the 'Heads of Terms' it would be necessary to include monitoring fees. The amended CIL Regulations effective 1/9/19 regularise the collection of S106 monitoring fees. We already have an agreed schedule of charges and these are set out below (update from 1/4/21):

	Prices 2021/2022	VAT	Comments
S106 Monitoring Fees The Council charges a fee to monitor all planning obligations as set out in the CIL Regulations and this is decided at a cost per head of term contained within the obligation and is in addition to the legal charge for drafting and checking the obligation.	£753.80 per non-financial head of term	0	Monitoring fee capped at a maximum of £10,883 ¹ per application
	5% of cost per financial head of term	0	
Solent Recreation Mitigation Partnership		0	Payment for management of Internationally protected Habitat. Contribution per dwelling plus monitoring and administration charge ² . Further details: www.havant.gov.uk/planning-and-environment/planning-services/solent-recreation-mitigation-partnership-financial-contribution

0 – Outside the Scope

**Solent Recreation Mitigation Strategy The charges from 1/4/21) are set out below, based on the maximum number of dwellings and bedroom sizes; contribution will be indexed (RPI), these rates will be updated 1/4/22: <http://www.havant.gov.uk/unilateral-undertaking-solent-recreation-mitigation-strategy>

No of Bedrooms	Amount	Monitoring Fee
1	£402.05	Plus 5% of total (sum may be included in 'Monitoring Fees' outlined at point 2)
2	£571.10	
3	£738.05	
4	£864.05	
5+	£1,010.00	

Further Comments:

The CIL rate is set out in our Charging Schedule:

<http://www.havant.gov.uk/sites/default/files/documents/HBC%20CIL%20Charging%20Schedule%20Full%20Document%20Feb%202013.pdf>

The amounts in the Charging Schedule are indexed according to the year in which permission

is issued. If the permission is issued in 2021 the amount of indexation will be 48.66%. It may change if permission is issued in 2022.

Please note the current CIL Charging Schedule is under review and **S106**

Subject to statutory consultee responses we would expect the S106 to include (amongst any other site-specific obligations necessary):

1. Affordable Housing (offsite?)
2. HBC Monitoring Fees*
3. HCC Monitoring Fees
4. Management Company
5. Management Plan (may include SUDS)
6. Solent Recreation Mitigation Strategy (see further information)**
7. Nutrient Neutrality <https://www.havant.gov.uk/nitrogen-developers>
8. Employment and Skills Plan
9. Community Worker
10. Education (HCC)
11. SUDS/SUDS Bond (Bond not necessary if Southern Water have agreed to adopt SUDS once installed)
12. Travel Plan (HCC)
13. Highway Works (HCC)
14. Site Specific Transport Improvements (HCC)
15. Others arising out of consultee responses

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***Monitoring Fees:** As part of the 'Heads of Terms' it would be necessary to include monitoring fees. The amended CIL Regulations effective 1/9/19 regularise the collection of S106 monitoring fees. We already have an agreed schedule of charges and these are set out below (updated figures provided from 1/4/21):

	Prices 2021/2022	VAT	Comments
S106 Monitoring Fees	£753.80 per non-financial head of term	0	
The Council charges			Monitoring fee

a fee to monitor all planning obligations as set out in the CIL Regulations and this is decided at a cost per head of term contained within the obligation and is in addition to the legal charge for drafting and checking the obligation	5% of cost per financial head of term	o	capped at a maximum of £10,833 per application
Solent Recreation Mitigation Partnership		o	Payment for management of Internationally protected Habitat. Contribution per dwelling plus monitoring and administration charge. Further details: www.havant.gov.uk/planning-and-environment/planning-services/solent-recreation-mitigation-partnership-financial-contribution

o - Outside of Scope

****Solent Recreation Mitigation Strategy**

The updated charges from 1/4/21 are set out below, based on the maximum number of dwellings and bedroom sizes; contribution will be indexed (RPI):

<http://www.havant.gov.uk/unilateral-undertaking-solent-recreation-mitigation-strategy>

No of Bedrooms	Amount	Monitoring Fee
1	£361.00	Plus 5% of total (sum may be included in 'Monitoring Fees' outlined at point 2)
2	£522.00	
3	£681.00	
4	£801.00	
5+	£940.00	

Original Comments:

The CIL rate is set out in our Charging Schedule:
<http://www.havant.gov.uk/sites/default/files/documents/HBC%20CIL%20Charging%20Schedule%20Full%20Document%20Feb%202013.pdf>

The amounts in the Charging Schedule are indexed according to the year in which

permission is issued. If the permission is issued in 2020 the amount of indexation will be 49.107%. It is expected to increase if permission is issued in 2021.

Subject to statutory consultee responses we would expect the S106 to include (amongst any other site-specific obligations necessary):

1. Affordable Housing (offsite?)
2. Monitoring Fees*
3. Management Company
4. Management Plan (may include SUDS)
5. Solent Recreation Mitigation Strategy (see further information)**
6. Nutrient Neutrality <https://www.havant.gov.uk/nitrogen-developers>
7. Employment and Skills Plan
8. Education (HCC)
9. SUDS/SUDS Bond (Bond not necessary if Southern Water have agreed to adopt SUDS once installed)
10. Highway Works (HCC)
11. Site Specific Transport Improvements (HCC)
12. Others arising out of consultee responses

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<https://www.havant.gov.uk/sites/defaultfiles/documents/Update%20Sep%202020%20V2.pdf>

*Monitoring Fees: As part of the 'Heads of Terms' it would be necessary to include monitoring fees. The amended CIL Regulations effective 1/9/19 regularise the collection of S106 monitoring fees. We already have an agreed schedule of charges and these are currently:

	Prices 2020/2021	VAT	Comments
S106 Monitoring Fees	£739.00 per non-financial head of term	0	
The Council charges a fee to monitor all planning obligations as set out in the CIL Regulations and this is decided at a cost per head of term contained within the obligation and is in addition to the legal charge for drafting and checking the obligation	% of cost per financial head of term	0	Monitoring fee capped at a maximum of £10,670 per application
Solent Recreation Mitigation Partnership		0	Payment for management of Internationally protected Habitat. Contribution per dwelling plus

monitoring and
administration
charge.

****Solent Recreation Mitigation Strategy**

The current charges (last updated 1/4/20) are set out below, based on the maximum number of dwellings and bedroom sizes; contribution will be indexed (RPI), these rates will be updated 1/4/21: <http://www.havant.gov.uk/unilateral-undertaking-solent-recreation-mitigation-strategy>

No of Bedrooms	Amount	Monitoring Fee
1	£356	Plus 5% of total (sum may be included in 'Monitoring Fees' outlined at point 2)
2	£514	
3	£671	
4	£789	
5+	£927	

County Ecologist

Further Comments:

The application plans have been amended to show some of the proposed ecological enhancements presented within the ecological assessment. I have the following comments:

The proposed wildflower grassland is stated as being for calcareous soils. The site sits within a non-calcareous landscape of underlying clay, sands and gravels. Any proposed wildflower grassland should reflect the underlying geology, and a neutralsoil seed mix should be used: this will be better suited to the local conditions and be much more likely to establish. I would also advise against the sowing of a cornfield annual 'nurse crop': this is an unnecessary step and most 'cornfield annual' seed mixes contain a range of non-native annual species not appropriate to the Hampshire landscape. A better ecological enhancement is to ensure that a locally-appropriate grassland is established, subject to ongoing management to increase speciesrichness. No detailed information has been provided on establishment, aftercare and longer-term management of this wildflower grassland.

The amended elevations include locations of integral bat and bird boxes. Again, the number included (two of each o each block) is unambitious for such a large site with tall buildings. There is an opportunity for many more such features at leaves height on the tallest structures.

NPPF, Circular 06/2005 and Natural England Standing Advice on Protected Species, require that planning decisions are based on full, up-to-date ecological information and it is essential that all necessary survey, assessment and mitigation information is available to the LPA prior to determination, particularly in the case of protected species, which are a material planning consideration. This will enable the LPA to determine the application on the basis of full knowledge about the ecological impacts of the proposal and to ensure that any impacts can and will be mitigated, and are acceptable.

Further Comments

The application is accompanied by an amended Preliminary Ecological Appraisal (Pro-Vision, October 2020). The site has previously been cleared of all buildings and vegetation and is therefore of very limited ecological value.

The amended ecology report includes recommendations for ecological enhancements. Whilst these are welcome, none of the recommendations (bar some native species hedging) are reflected in either the Landscaping or Planting plans. In summary, the recommendations are insufficient for the purposes of the planning submission. The LPA requires explicit measures (e.g. areas of locally-sourced meadow grassland, number and location of bat and bird boxes) which can then be secured through condition. At the present time, none of the ecological enhancements can be secured and therefore there is no certainty of delivery. The LPA requires details of establishment and ongoing management of ecological habitats.

Given the sizeable structures to be built on this site I would expect an equally sizeable number of ecological enhancements, especially swift bricks and bat bricks: these are inexpensive and are proven to be effective, and there is an obvious opportunity to embed meaningful ecological gain into this development in accordance with NPPF and local planning policy.

NPPF, Circular 06/2005 and Natural England Standing Advice on Protected Species, require that planning decisions are based on full, up-to-date ecological information and it is essential that all necessary survey, assessment and mitigation information is available to the LPA prior to determination, particularly in the case of protected species, which are a material planning consideration. This will enable the LPA to determine the application on the basis of full knowledge about the ecological impacts of the proposal and to ensure that any impacts can and will be mitigated, and are acceptable.

Original Comments

The application is accompanied by a Preliminary Ecological Appraisal (Pro-Vision, February 2020). The site has previously been cleared of all buildings and vegetation and is therefore of very limited ecological value. The report, dated February 2020, is not informed by the most recent submitted proposals. Tree T005 is shown as being removed no assessment has been made of this tree by the ecologist. The ecological appraisal must be informed by the most current site proposals.

The submitted site layout and landscaping plan show no areas of ecological enhancement or biodiversity net gain. Given the extent of this site, and the sizeable areas of greenspace, I would expect there to be opportunities to provide biodiverse habitats such as wildflower grasslands, native hedges and scrub and perhaps waterbodies. Similarly, the new buildings should be incorporating ecological enhancement features such as bat and bird boxes. The current proposals are not sufficient in respect to biodiversity net gain. NPPF, Policy CS11 of the existing Core Strategy and Policy E14 of the emerging Local Plan 2036 require that new developments work to achieve net gain.

NPPF, Circular 06/2005 and Natural England Standing Advice on Protected Species, require that planning decisions are based on full, up-to-date ecological information and it is essential that all necessary survey, assessment and mitigation information is available to the LPA prior to determination, particularly in the case of protected species, which are a material planning consideration. This will enable the LPA to determine the application on the basis of full knowledge about the ecological impacts of the proposal and to ensure that any impacts can and will be mitigated, and are acceptable.

Environment Agency

Original Comments:

Environment Agency position

We request that the following conditions be attached to any planning permission granted, and that the details in relation to these conditions be submitted and approved by the Local Planning Authority.

Condition 1 – Unidentified contamination

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.

Reasons for Condition 1

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 NPPF.

Condition 2 – Piling

Piling or 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.

Reasons for Condition 2

To ensure that any proposed piling or deep foundation using penetrative methods, does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework, and position statement Physical disturbance of an aquifer in a Source Protection Zone 1 of the 'The Environment Agency's approach to groundwater protection'.

The site is located in the SPZ1c (deep activities) for the Bedhampton and Havant Springs public water supply abstraction. While low permeability London Clay immediately underlie the site, the Chalk Principal aquifer which occurs at depth supports this abstraction. Activities at depth have the potential to impact on the water supply.

Environmental Health (Environmental Officer)

Further Comments:

Observations / Comments:

I have had opportunity to review the reconsultation documents, alongside some of the additional supporting information, and comments of other consultees. I would like to provide some material comments (principally in relation to Air Quality) and also to confirm where previous comments remain valid. Where the latter applies, I will summarise comments previously given – please refer to prior comments (Ref: CONS/20/03077, 10/12/2020) for details.

Public Health (General, Air Quality)

I note that the Public Health consultee welcomes the additional green space, planting and landscaping; however I would highlight that the site has now lost almost in its entirety its

mature vegetated boundary, and that the opportunity to incorporate this in to the scheme has now been lost. In Air Quality terms, this almost certainly results in a net detriment to the air quality for future occupants, as a result of the loss of interception/absorption services provided by the evergreen trees.

This consultee highlights the applicant's commitment to residential cycle parking, but has not highlighted the reduction of commercial cycle storage provision to <SPD levels, and assumes that the applicant will adhere to visitor cycle parking requirements for residential purposes. I will address cycle parking specifically & in more detail below.

I note the well justified objection to new A5 use, contrary to NPPF & LP2038 policy C8, and the advice that the decision have regard to air pollution created by these uses. I will address air quality specifically and, in more detail, below. New A5 use is relevant to health & wellbeing, as well as to nuisance and amenity value for future residents and existing neighbours. Whilst MacDonald's restaurants are not universally problematic for nuisance odour, Environmental Health does receive persistent complaints about some restaurants, and this use class so close to a tall residential building could lead to problems arising. I will leave it to my colleagues to address amenity issues specifically, it suffices here to acknowledge the Public Health consultee's comments in respect of applicable policy, and also to note that the presence of drive through restaurants within the development site does represent a detriment to local air quality & health & wellbeing, albeit that no statutory objectives or limit values would be exceeded.

Landscaping (General, Air Quality)

The landscapes consultee requires a planting scheme to mitigate the loss of the boundary trees. Notwithstanding the probable net loss of air pollution mitigation services provided by the boundary planting, relative to the current condition of the site, I would support the landscaping recommendations as being Air Quality positive. I would recommend that native species with a 'Medium' or 'High' Urban Tree Air Quality Score (UTAQS) be selected, in order to contribute to policy objectives relating to Air Quality, Health & Wellbeing, Ecology & Landscapes.

I note the proposal to upgrade Bartons Road Southern public footpath to a shared surface, so to connect with NCN21. I am unclear on whether the revised site plan 9303/100 Rev. I (footpath provision & pedestrian access amendments) fully addresses the previously identified lack of support for sustainable transport – specifically in respect of the standard of internal cycle routes (given the shared residential / commercial access to the site). Section 5.7 of the Framework Travel Plan suggests an on-carriageway cycle route, but details are unclear from the plans reviewed. It is assumed that 'on-carriageway' means 'shared surface for motor-vehicles and cycles'.

Safe internal routes to connect residents with the proposed shared surface on Bartons Road would make more sense of the proposed over-provision for cycle storage within the residential portion of the development. The proposed upgrade of the Bartons Road footpath is welcome, but conflicts with the reduced cycle parking provision for the commercial element of the scheme (see below)

Environmental Health considers that good connectivity (in particular, routes perceived to be both safe & convenient for cyclists) to be important measures to support air quality objectives.

I would be concerned on air quality grounds if the Highways consultees highlight any cyclist safety concerns around the commercial vehicle access – ideally routes should be safe for all users, including families / children, and I am mindful of the incompatibility of on-carriageway provision & commercial customer vehicle access with the resident's travel choice to adopt a sustainable mode of travel (and so to avoid transport emissions).

Parking (Air Quality)

The revised plans appear to have reduced commercial visitor cycle parking spaces by 52 (40 from MacDonald's, 12 from the Costa Coffee Shop. I have not identified any justification for this design change, which is considered contrary to Sustainable Travel, Health & Wellbeing and Air Quality objectives.

My understanding is that;

- MacDonald's Restaurant is proposed to be 390 sqm., with an SPD cycle parking requirement of 1 short-stay space per 20 sqm., & 1 long-stay space per 40 sqm [20 + 10 respectively]. 8 + 4 are apparently accommodated within the revised plans.
- Costa's Coffee Shop is proposed to be 166 sqm., with an equivalent SPD cycle parking requirement as that quoted above [8 + 4 respectively]. Plans appear to show a 0 + 0 provision, but the Framework Travel Plan suggests 6 + 4 will be accommodated.

The provision would appear to be short of SPD requirements, and I see no justification for a reduction in parking to support sustainable travel modes relative to SPD requirements. *It is considered that <SPD provision should be supported by robust justification, otherwise I would expect the shortfall to justify a material objection to a positive determination.* For clarity, I am calling for SPD-compliant cycle parking to be provided, and am not relying upon my interpretation of the policy as being correct.

It would appear that the residential cycle parking provision exceeds SPD. My understanding is that requirements are 175 + 20% for visitors (210). 245 spaces are provided (representing a substantial over-provision relative to SPD requirements), with all spaces accommodated as secure long-stay spaces. It is not clear whether there is any short stay provision for visitors, or whether any visitors spaces will be accessible independent of assistance from a resident.

In terms of the vehicle parking provision, I note that 100% of spaces are to be provided as unallocated bays. SPD requires 183 + 20% visitor requirement (37), 189 provided. The applicant refers to a probable fall in car ownership since last census, and does not seek to justify the provision based upon the inherent accessibility of the site.

Given these factors however (i.e. accessibility, and 100% unallocated spaces), *Environmental Health would raise no objections to marginal <SPD vehicle parking provision on AQ grounds.*

I would highlight that the parking provision makes no response to emerging policy IN3 j. (provision of electric vehicle charging points), which would also contribute to air quality objectives.

Air Quality Assessment

I would agree the overall conclusion of the assessment, which predicts no exceedance of any applicable air quality standard, nor any magnitude of impact which exceeds the threshold of 'negligible' as defined by current industry guidance (IAQM). As a result, I would agree that the air quality impact of the transport demand of the development is 'not significant' against these benchmarks.

Section 2.9 of the report acknowledges emerging policy E23, but the report does not provide any consideration of its requirements, and similarly makes no attempt to respond to the aims of part a. of that policy. The report is reliant upon the 'not significant' conclusion to justify its proposal for no further mitigation measures. I would highlight that E23 does not require any significant impact against IAQM guidance, nor any risk of exceedance of a national objective

or limit value, in order to require mitigation. The policy aims to achieve proportionate mitigation of the contribution of the development to local air pollution, irrespective of the current environmental 'capacity' to accommodate new pollution. The policy also aims to address non-transport emissions with on-site measures. It is understood that the policy carries some weight by virtue of the Council's adoption of the LP2036 as it's submission draft.

Section 4.4 of the report outlines measures amounting to 'mitigation by design', citing principally cycle parking provisions required by separate policy, and features which relate to the context of the development site, rather than it's design *per se*.

It is agreed that the set-back of the residential buildings will reduce ambient concentrations for future residents, but this does not mitigate operational phase emissions to the local environment as a result of the development (domestic + transport), as required by policy E23.

Similarly, the 'walls and planting' to shield the development may serve the same purpose as the residential façade set-back, against the current site context – but it must also be recognised that the removal of the mature evergreen boundary trees prior to the application represents a net loss to the locality of pollution interception and adsorption 'services' provided by the trees.

Section 8.5 acknowledges that 'further mitigation measures' could be considered, cites landscaping, filtration, and anti-idling signage. This possibility is essentially dismissed by the conclusions to the report, but the measures mentioned (among others) could contribute to policy E23 requirements and objectives.

I would point out that the cover letter ref: BS-2038 17/02/2021 refers to proposals for domestic space & water heating that are not required by other policy measures, and which would be accepted as contributory to the meeting of E23 requirements.

These proposals also suggest that it may not be proposed to service the development with a domestic gas supply. This could yield cost savings to the developer, and affords the opportunity to provide residential units with cooking facilities which reduce development emissions and contribute to a reduction of indoor sources of pollutants which contribute to poor indoor air quality.

It is for the planning service to determine the appropriate weight to apply to policy E23, so I will not offer a material objection on this basis. I would however highlight that no response has been made to that (and other related emerging policies) which would, when these policies carry full weight, justify a recommendation for refusal in the absence of positive amendments to scheme proposals.

Domestic Space / Water Heating Provision (Air Quality, Noise / Amenity)

The cover letter referred to in the section above includes the following text: "*The Fortitudo product is also designed with the environment in mind, moving away from traditional gas fired heating systems and utilising air source heat pumps.*". As noted above, heat pumps represent a local generation (Low Carbon) technology, and would be supported by policy E23 on this basis.

I would highlight (however) that the heat pump units require exterior condenser units which are not shown on either the elevations nor the roof plan.

Given that permitted development rights do not apply where more than 1 heat pump will be installed on any residential building (including flats), it is assumed that the proposal to serve the development with heat pumps is a material planning matter. Environmental Health's

principal interest would be to understand the potential for nuisance arising from condenser noise, or water vapour (arising from defrost cycles). I would suggest that this is a significant proposal, and addition detail should be sought to understand how this impacts the development appearance, and the amenity of future residents.

Ground Contamination

An updated Interpretive Site Investigation & Remediation Method Statement has been submitted with the reconsultation documents (Rev 3, Rev1 prev. reviewed). This version represent minor amendments only; no response has been made to previous comments by Environmental Health, and no other significant amendments have been noted. Comments provided previously remain valid.

Given;

- That the only groundwater sample available suggests hydrocarbon concentrations exceeding solubility limits,
- That I disagree with the absence of a pathway to controlled waters (given likely direct communication via surface water sewers, via the proposed filter drain-),
- That 'clean cover' is being proposed as both a remedial measure and a necessary planning measure for amenity purposes, and
- That the PCB concentrations are of potential concern to human health where present within a metre of finished levels in areas of amenity landscaping;

I am minded to regard the various deferred proposals (e.g. the import of suitable growing medium, to finalise a detailed drainage strategy post-consent-, and to consult with Portsmouth Water on appropriate specification for the potable supply-) to be *de-facto* risk mitigation proposals.

A bespoke condition would be required to secure the risk mitigation measures – this would not need to be a Grampian-style condition, but should include a 'prior to occupation' clause, and feature wording which requires condition discharge. *If Development Management are minded to either grant- or recommend- consent for this scheme, please contact Environmental Health to discuss appropriate wording.*

Original Comments:

Firstly, my apologies for the delayed response to the consultation on these proposals. I have now reviewed the application supporting documentation, alongside comments from a selection of relevant third-party consultees.

I note that significant concerns have been raised in respect of these proposals, and I will endeavour not to duplicate issues raised by others.

Ground Contamination

The environmental desk study did not identify the location of the on-site 27,000 diesel-fuel storage facility, thought to be located beneath the stockpile of crushed concrete on the extant site. As a result of the position of the stockpile, this area was not directly targeted by the site investigation.

Elevated hydrocarbon concentrations were identified in soils at the nearest trial holes (TP2, TP2A & 2B, thought to be up-gradient). Elevated hydrocarbons were also detected within the sampled groundwater, at levels exceeding theoretical solubilities.

Initial inspection of hydrocarbon results yields a spatial distribution potentially consistent with a migrating plume of contamination (from the on-site source), but most samples were taken from the unsaturated zone above the perched groundwater levels, and probably reflect contamination associated with the made ground rather than gross contamination from a storage tank. No visual / olfactory evidence of contamination is noted on groundwater encountered, and the report points out the relatively low sensitivity of the groundwater environment.

I broadly agree that assessment, but would point out that there does remain 'room' in un-investigated areas of the site for soils to be grossly impacted by localised fuel leakage (not desperately likely given age of installation), and perhaps much more significantly; that the draft drainage strategy includes filter-drains connected to on-site private surface water sewers which discharge to the public system; ultimately discharging to a local surface water. In this way, there is a direct vector to a controlled water, and in order for the contamination risk to controlled waters to be regarded to be as low as indicated, the SuDS system would need to be capable of intercepting / treating the degree of groundwater contamination noted (i.e. solubility saturation + potentially contamination-impacted soil particle suspension).

The report only presents the one datapoint in this respect, and if we accept that the hydrocarbon source is the made soils and not a local leakage - so we must assume that the results are broadly representative of leaching associated with percolation of rainfall through the soil matrix.

Given the context of the site & the investigation results, I am relatively comfortable in accepting the probable absence of gross contamination associated with the on-site fuel storage tank & generator set; and consequently, to deal with the risk of fuel contamination to controlled water's as a material factor in the detailed design of SuDS.

From a human health perspective, the PCB results are arguably of greater concern. I am reluctant to accept the proposed GAC of 1 mg/kg (derived from a US EPA guideline) given the available tolerable intake values associated with European regulations. Extrapolation from European tolerable weekly intake values (TWI) result in a tolerable daily intake (TDI) value of around 20pg/day for a 70kg adult, and around 4.3 pg/day for a 15kg 3 yr old infant. At the maximum recorded concentration in soils, these values equate to consumption of just over 0.33g/day of the contaminated 'soil' (at the site) for adults, and just over >0.07 g/day for an infant. CLR risk assessment guidance quotes annualised daily average soil ingestion rates for infants to be 0.124 g/day. In other words, if the soil sample results for PCB's from TP2B were representative of topsoil concentrations over a relevant averaging area (e.g. an area functioning as an outdoor amenity space to a ground floor flat, as proposed), then an infants daily intake would be expected to exceed the tolerable daily intake, with resultant bioaccumulation and adverse health impacts.

I'd acknowledge that only one sample identified elevated concentrations, however it is the only sample representative of made soils described as 'dense brown sand and gravel of broken brick and concrete'. It is not clear how widespread this deposit / layer of made soils is, but material of this general description is present across all three TP2 positions, and could in principle represent a deposit of more than 40 radius / 1250sq.m. It is similarly not clear whether the PCBs are likely to be present as a result of transformer units associated with the nearby generator set (now removed), or whether it is representative of contamination impacted recycled aggregate. The latter is considered more likely, and that may suggest that the contaminant was imported to the site during first construction, or that it was relocated within the site in connection with a prior phase of development (demolition & replacement of structures etc.).

I am somewhat undecided as to the most appropriate response to these results. Many of the conclusions of the risk assessment can be agreed in principle if it is accepted that the available results are likely to have captured the full range of contamination concentrations likely to be present at the site, however, this is far from certain. In order to address this potential for unacceptable risk;

- a further phase of site investigation could be undertaken with the aim of delineating the extent of 'brown sandy (...)' made soils, and better quantifying the representative degree of contamination within that material (e.g. as a 95th percentile estimate). This would better inform an appropriate risk assessment, and facilitate more refined remedial proposals, or;
- site development could proceed on the assumption that 'brown sandy (...)' made soil is likely to be unacceptably contaminated, where a materials management plan is implemented which seeks to ensure that this material is placed so as to avoid any active exposure pathways upon completion.

The report already concludes that 'due to the absence of topsoil across the site this will require importing and this growth medium will protect the roots from the underlying made ground' and (due to potentially phytotoxic concentrations of Nickel) recommends that '...[the] landscape designer ...provide details of the thicknesses and soil types required to be placed across the proposed soft landscaped areas to provide a suitable growth medium for the future planting'

Given –

- That the only groundwater sample available suggests hydrocarbon concentrations exceeding solubility limits,
- That I disagree with the absence of a pathway to controlled waters (given likely direct communication via surface water sewers, via the proposed filter drain-),
- That the 'clean cover' is being proposed as both a remedial measure and a necessary planning measure for amenity purposes, and
- That the PCB concentrations are of potential concern to human health where present within a metre of finished levels in areas of amenity landscaping;

I am minded to regard the various deferred proposals (e.g. the import of suitable growing medium, to finalise a detailed drainage strategy post-consent-, and to consult with Portsmouth Water on appropriate specification for the potable supply-) to be de-facto risk mitigation proposals.

In respect of human health risks via soil exposure pathways, this would require that measures be secured which either place material of concern outside the 'exposure relevant' zone (i.e. deeper than 1.0m below finished ground levels) or that physical barriers are implemented for the purpose of effectively preventing mixing of the clean growing medium & the made soils that are to be regarded as probably contaminated (e.g. through bioturbation in the medium-long term). The latter could permit contamination-impacted made soils to be left in situ at shallower depths.

The applicant may prefer to undertake additional site investigation to limit the area over which measures might be taken to be required (N.B. the results of which could in principle justify dismissing altogether the need for mitigation). I am comfortable with an approach which relies upon the gathering of additional factual information, if preferred. Dialogue with the applicant may be helpful prior to determination of this application in order to determine the preferred form of condition to secure an appropriate degree of risk mitigation (i.e. that complies with local policies DM10 & DM17 and NPPF para 178).

On the basis of the relatively limited investigation presently available I would conclude that it

would be difficult to agree that the risks at the site are negligible. There is enough in the preliminary results to indicate that tangible risks could exist, as suggested by the results obtained, and as may exist to a greater or lesser extent within the areas of the site that have not been physically inspected or sampled (but where made soils are almost certain to be present).

Given the conclusions of reports submitted with the application, it is likely that a bespoke condition would be required to secure the risk mitigation measures. If Development Management are minded to either grant- or recommend- consent for this scheme, please contact Environmental Health to discuss appropriate wording.

Air Quality (Concentrations at proposed new pollution sensitive receptors)

The air quality assessment does not attempt to quantify likely air quality at any specific location within the development red-line area, by reference to published background concentrations, monitoring at a representative location, or through assumed worst-case concentrations and reference to quantified dispersal relationships.

Qualitatively, the submitted statement relies upon the set-back of the residential facades from the kerbside, and the extant physical & vegetative barriers (to be retained).

I am aware that Friends of the Earth has raised concern over the 'dismissiveness' of the approach taken by the applicant, however, from experience I would expect the factors cited by the applicant to be sufficient to ensure that the proposed residences are not contrary to policy DM18 (protecting new development from pollution) insofar as it relates to air quality (i.e. notwithstanding other factors as may be referred to by my Environmental Health colleagues).

Air Quality (Assessing the Impact of Development Transport Demand)

The applicant is reliant on the premise that the 'proposed development prioritises movement by means other than the car' to dismiss the need to quantify the likely impact of the transport demand of the development.

I would agree that the position of the site is inherently sustainable in terms of the extant local pedestrian / cycle facilities, access to public transport and the distance to local facilities. However, other than these baseline factors, active proposals to discourage travel by private motor car and encourage sustainable modes of transport are relatively sparse, and in terms of the framework travel plan are weak on oversight & contingency.

In particular, that both commercial units proposed are proposed with a 'drive thru' configuration directly contradicts the stated priority, and I note that the development does not propose any significant improvements to local infrastructure in line with the cycling strategy.

I would highlight that broadly accepted industry guidance on assessing the air quality impacts of development accounts both for threshold effects, and proportional effects, setting thresholds for when an assessment would be required, and where not. It may not be possible to determine whether an air quality assessment should be required against these criteria until the transport demand model is clearer (see below); however from experience a mixed-use development of this quantum (especially given the customer travel priority by private motor car) is likely to require an assessment.

I would refer the applicant to the EPUKL & IAQM Guidance document 'Land-Use Planning & Development Control: Planning For Air Quality' v1.2 Jan 2017 (or any more recently updated version) for guidance. It is considered necessary for the purposes of policy DM10 at a minimum to present a reasoned rationale (against the available guidance) for dismissing the

need to quantify air quality impacts of the development.

If that cannot be done, it will be necessary to consider the impact of the net transport demand of the proposed scheme, at critical receptors (which may include residents of proposed units, or existing residents in the vicinity of road links of junctions where the development contributes significantly to traffic flows. Such assessment may need to account for the impact of additional traffic on the capacity of the junction to facilitate certain turning movements (i.e. should account for disproportionate effects of queuing caused by exceeding recommended junction ratio of flow-to-capacity).

Air Quality (Mitigating the Development Emissions Contribution; Sustainability Generally)

I note the statement at section 9.2 of the Planning Design & Assess Statement which appears to refer to a viability assessment which indicates that the development is not viable based upon BCIS build costs. The applicant is reliant upon this to excuse the need to meet the basic general sustainability requirements of policy CS14.

In general terms, given that the Council can currently demonstrate a 5 yr housing supply, and that the applicant is seeking a development quantum significantly in excess of the extant allocation for the site; my expectation would be that the development would need to demonstrate strong sustainability credentials & exceptional design quality (or other exceptional planning merit) in order to secure consent against the site-specific development policy. I am also mindful of the need for planning decisions to be rational, i.e. that consent should only be granted for development with a reasonable prospect of being built out in the near term – and further, that planning conditions should not impose restrictions that make a development economically unviable.

Whilst I've not reviewed the viability assessment, it would appear that the applicant is seeking permission for an unviable development, which would by definition would be an irrational planning determination. This is relevant, as under emerging policy, I would ordinarily seek a design response to policy IN3 j (provision of ULEV charging points) and to policy E23 a (offsetting emissions of new development). Such requirements would render the development more unviable than the applicant is suggesting, and would further suggest that the appropriate response would be to recommend refusal on the basis that the development a) has not demonstrated compliance with policy DM10, E23 or IN3, and b) that seeking to secure such aspects by condition would risk the determination being considered irrational on appeal.

The current proposals offer little against the emerging policy areas, and ultimately it is a planning decision as to whether these carry sufficient weight to justify refusal on the basis suggested.

I am unable to recommend positive determination given the poor sustainability credentials of the scheme with particular reference to design features capable of reducing development emissions (transport, domestic or commercial) or positively impacting local air quality (e.g. through interception, filtration and absorption).

I see little value at this stage in outlining the range of features that could positively contribute to emissions offsetting, it is clear that the current scheme viability will not accommodate further improvements in design quality & sustainability. I would be happy to discuss measures with the applicant in the event that a revised scheme is to be brought forward in the future.

Transport Assessment

I have read with interest the consultation response from the HCC Highways consultee, and note that substantial concerns have been raised, both in respect of the access strategy, and

in terms of the transport demand assessment.

Given those concerns, I would consider it to be inappropriate to use the transport assessment in its current form as the basis for an assessment of the air quality impact of the development. I would recommend that further consideration of Air Quality impact of the development be deferred until there is agreement with the Highways Authority on the conceptual transport model for the site – in particular;

- The likely gross transport demand of the proposed development, based upon a representative selection of TRICS travel surveys,
- The likely transport distribution; based upon a production/attraction model that accounts for the retail impact of the commercial element of the scheme,
- The proportion of 'site as destination' trips that may be regarded to be pass-by & locally diverted trips (to the commercial portion of the scheme), apportioned by road link, and;
- The viability of the access strategy if connectivity between Martin Road & Bartons Road is to be retained.

SuDS / Pollution

The proposed scheme appears to offer adequate pollution control measures. I note some likely errors in the application of the simple index approach, and also that the SuDS features exist on different flow paths (SuDS are not arranged in series).

I have no specific concerns other than to highlight that the specification of the proposed filter drain should account for the likely presence of contaminants that may be leachable from made soils, given that the public surface water sewers (to which the system is proposed to discharge) communicates ultimately with a controlled water (statutory main river).

A Grampian-style condition is likely to be necessary to secure detailed design for drainage strategy, in consultation with Southern Water, and Environmental Health (due to the potential for interaction with Ground Contamination requirements). Otherwise, no adverse comments.

Conclusion

Development not supported on Air Quality grounds (contrary to exiting policy DM10 1), assessment of impacts of development; and contrary to emerging policy E23 a, and IN3 j).

Compliance with other 'air quality related' emerging policy in the areas of sustainability, design quality & wellbeing may also be relatively poor; I am reliant upon other consultees to highlight significant omissions.

Grampian style conditions will be required to be placed upon any positive determination to secure either or both;

- i) further refinement of the site conceptual model for contamination risk assessment
- ii) physical risk mitigation measures for the protection of Human Health, the development landscaping, and downstream controlled waters;

Environmental Health will recommend condition wording in the event that development management is minded to award or recommend consent, and following consultation with the applicant on preferred approach.

A routine Grampian condition will also be required to secure the detailed specification of the drainage strategy (for the purposes of Environmental Health, the Lead Local Flooding Authority, and the Sewage Undertaker).

Hampshire Constabulary

Further Comments

Clear definition of the different spaces within the development reduces the opportunities for crime and disorder.

To reduce the opportunities for crime and disorder access to the elevations of the apartment blocks from the public realm must be prevented. Apartment blocks must sit within an area of semi-private space, this space must be enclosed within a robust boundary treatment at least 1.2m high. Ground floor apartments with doors that can be accessed from the surrounding semi-private space must be protected by a private garden which is the sole preserve of the resident of the apartment with the doors that can be accessed from the space. The private garden must be at least 1.5m wide and enclosed within a robust boundary treatment at least 1.2m high. Ground floor windows overlooking the semi-private space must be defended by planting. Hampshire Constabulary cannot support this application if the dwellings do not have this basic level of protection.

The landscape plan (LANDP001 Rev 002) does not show the boundary treatments as required above.

To reduce the opportunities for crime and disorder we would ask that the following condition is attached to any consent:

Condition 1: Each of the apartment blocks shall sit within an area of semi-private space. This space shall be enclosed within a robust boundary treatment at least 1.2m high. Ground floor apartments with doors that can be accessed from the surrounding semi private space must be protected by a private garden which is the sole preserve of the resident with the doors that can be accessed from the space. The private garden must be at least 1.5m wide and enclosed within a robust boundary treatment at least 1.2m high. The details of the boundary treatment should be approved in writing by the Local Planning Authority prior to the commencement of building works. The development shall only be carried out in accordance with the approved details and maintained thereafter.

Reason 1: To ensure safe and secure development and contribute to reducing crime, in accordance with Local Plan Policies CS8 and CS16 and the NPPF (as amended), specifically paragraph 130, sub paragraph f.

The pedestrian access for Block B is recessed, this reduces the natural surveillance of the access door, which increases the opportunities for crime and disorder. To reduce the opportunities for crime and disorder the access door should be moved to the front build line.

A large cycle store has been provided within each apartment block. To provide for the security of the cycles a Closed Circuit Television (CCTV) system should be fitted within each building with cameras deployed to provide images of the cycle store. The cycle racks, should be such that the frame and the wheel can be secured.

The removal of the access (vehicular and pedestrian) from Martin Road, has reduced the opportunities for crime and disorder. However, lighting will be required within all of the parking areas to provide for natural surveillance of the footpaths and parked motor vehicles during the hours of darkness.

The "land for future development" to the north of the site is not secure. A large area of land that is accessible to the general public without purpose has the potential to become a place within which people will gather and cause anti-social behaviour. To reduce the opportunities

for crime and disorder this area must be enclosed by a security boundary treatment at least 1.8m high. Any access gates should be of a similar height to the adjacent boundary treatment. Care should be taken with the design of the gates to ensure that locks, handles, bolts etc. do not create handholds or footholds that can be used to overcome the barrier.

A lighting design has not been submitted. Lighting is shown to reduce crime, disorder and the fear of crime. To provide for the safety and security of residents and visitors lighting throughout the development must conform to the relevant sections of BS 5489-1:2020. A high level of lighting will be required within the parking areas. To reduce the opportunities for crime and disorder we would ask that the following condition is attached to any consent:

Condition 2: The lighting scheme must conform to the relevant sections of BS 5489-1:2020. The details of the lighting scheme should be approved in writing by the Local Planning Authority prior to the commencement of building works. The development shall only be carried out in accordance with the approved details and maintained thereafter.

Reason 2: To ensure safe and secure development and contribute to reducing crime, in accordance with Local Plan Policies CS8 and CS16 and the NPPF (as amended), specifically paragraph 130, sub paragraph f.

Further Comments

Thank you for your letter of the 23rd February 2021 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to the prevention of crime and disorder (Anti-Social Behaviour (ASB)).

The National Planning Policy Framework makes clear the Governments continuing commitment to “create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience”.

National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats. It reminds Local Authorities of their obligations under Section 17 of the Crime and Disorder Act 1998 (as amended), specifically “to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.”

The guidance advises: “Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.” It continues, “Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well and which do not need subsequent work to achieve or improve resilience.” “Good design means a wide range of crimes from theft to terrorism are less likely to happen by making committing those crimes more difficult.”

Clear definition of the different spaces within the development reduces the opportunities for crime and disorder.

To reduce the opportunities for crime and disorder access to the elevations of the apartment blocks from the public realm must be prevented. Apartment blocks must sit within an area of semi-private space, this space must be enclosed within a robust boundary treatment at least 1.2m high. Ground floor apartments with windows and / or doors that can be accessed from the surrounding semi-private space must be protected by a private garden which is the sole preserve of the resident of the apartment with the windows and or doors that can be accessed

from the space. The private garden must be at least 1.5m wide and enclosed within a robust boundary treatment at least 1.2m high. Provides protection from entry via windows and doors and people banging on windows etc. Hampshire Constabulary must object to this application if the dwellings do not have this basic level of protection.

Should planning consent be given we would request that a condition is made worded as below, or worded so as to convey the same meaning:

Condition 1: Each of the apartment blocks must sit within an area of semi-private space. This shall be enclosed within a robust boundary treatment at least 1.2m high. Ground floor apartments with windows and or doors that can be accessed from the surrounding semi private space must be protected by a private garden which is the sole preserve of the resident with windows and or doors that can be accessed from the space. The private garden must be at least 1.5m wide and enclosed within a robust boundary treatment at least 1.2m high. The details of the boundary treatment should be approved in writing by the Local Planning Authority prior to the commencement of building works. The development shall only be carried out in accordance with the approved details and maintained thereafter.

Reason 1: To ensure safe and secure development and contribute to reducing crime, in accordance with Local Plan Policies CS8 and CS16 and the NPPF (2018), specifically paragraph 127, sub paragraph f.

Large areas of parking are shown to the north of block C along the access road to the east of block C (plots 77 to 188). These parking spaces can easily be accessed from the public realm (amenity space or a footpath). With the proposed layout there is no ownership of these car parking areas. Such large areas of parking with easy access are very vulnerable to crime and disorder. To reduce the opportunities for crime and disorder the car parking spaces should be within the curtilage of the apartments. The car parks themselves should be enclosed by a robust boundary treatment (perhaps railings) at least 1.5m high.

Unallocated parking spaces can lead to confrontation, to reduce the opportunities for confrontation, each apartment should be allocated at least one parking space. This will also provide for Electric Vehicle (EV) charging in the fullness of time.

The vehicle access into the development from the South (Martin Road) appears to have been removed from the revised layout. To prevent vehicles crossing this small strip to enter/exit the development, robust bollards should be fitted. A 2.3m high security fence is shown across this access route, however, it is not clear that this is to be retained.

The presence of the two fast food retail units (drive through units) will draw a large number of people into this essentially residential development at all hours of the day and night. Significantly increasing the opportunities for crime and anti-social behaviour.

Our records show that these types of premises suffer from high levels of incidents. There are no details as to the operation of the two fast food retail units (drive through units), however, given the residential nature of the development we would object to this application if these units opened before 6am and operated beyond 10pm.

This objection is the subject of comment within a letter annotated "Letter to case officer" dated 1st December 2020 from Chapman Lily Planning, which states I have lifted my objection in terms of the perceived impacts of these activities. The lifting of

my objection is dependent upon specific conditions being met, as contained within my correspondence to the case officer annotated Consultee Response Hampshire Constabulary dated 17th December 2020. Specifically, CCTV cameras to provide images of the parking areas, An ANPR camera at the entrance and Delivery services to have a separate entrance with electronic control and CCTV. As none of the supporting documentation addresses the points contained within that communication (email), I must object to the planning application.

However, if the operators of the two retail outlets are minded to agree to the conditions as contained within my email of the 17th December 2020, I am happy reconsider my objection. If the operators are minded to agree the requirements must be conditioned.

The plan shows an external seating and play area adjacent to the McDonalds restaurant. Our records show that these areas contribute to the high levels of Anti-Social Behaviour reported from premises such as this. Effective control of such a facility is very difficult and therefore to reduce the opportunities for ASB I would recommend that it is removed from the approved scheme.

A lighting design has not been submitted. To provide for the safety and security lighting throughout the development must conform to the relevant sections of BS 5489-1:2020. Should consent be granted we would request the following condition is attached to the consent:

Condition 2: The lighting scheme must conform to the relevant sections of BS 5489-1:2020. The details of the lighting scheme should be approved in writing by the Local Planning Authority prior to the commencement of building works. The development shall only be carried out in accordance with the approved details and maintained thereafter.

Reason 2: To ensure safe and secure development and contribute to reducing crime, in accordance with Local Plan Policies CS8 and CS16 and the NPPF (2018), specifically paragraph 127, sub paragraph f.

Further Comments:

I have recently been in communication with Mr. Mark Gallant of McDonalds.

During the course of our conversations, I agreed to withdraw my object to the foot restaurant closing at 10pm (22:00 hours) and move to closing at 11pm (23:00 hours).

The drive though is to operate on a 24 hour basis together with professional delivery services.

However, this is conditional on:

- The installation of external CCTV cameras to monitor the external parking spaces and drive through lane.
- An ANPR camera at the entrance.
- Delivery service operatives are to have separate entrance to the restaurant to collect orders an electronic access control system must be fitted to this door to prevent unauthorised access. Internal CCTV cameras should provide images of this entrance.

I would ask that should the planning consent be granted that the above conditions are added.

Original Comments:

The National Planning Policy Framework makes clear the Governments continuing commitment to “create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience”.

National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats, it reminds Local Authorities of their obligations under Section 17 of the Crime and Disorder Act 1998 (as amended), specifically “to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.”

The guidance continues “Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.”, it continues, “Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well and which do not need subsequent work to achieve or improve resilience.” “Good design means a wide range of crimes from theft to terrorism are less likely to happen by making committing those crimes more difficult.”

Clear definition of the different spaces within the development reduces the opportunities for crime and disorder.

Access to the elevations of the apartment blocks from the public realm must be prevented. Apartment blocks must sit within an area of semi-private space, this space must be enclosed within a robust boundary treatment at least 1.2m high. Ground floor apartments with windows and / or doors that can be accessed from the surrounding semi-private space must be protected by a private garden which is sole preserve of the resident of the apartment with the windows and / or doors that can be accessed from the space. The private garden must be at least 1.5m wide and enclosed within a robust boundary treatment at least 1.2m high.

The proposal creates 191 apartments, but only 182 parking spaces are provided. Any mismatch in the provision of parking spaces will cause motor vehicles to be parked wherever space can be found within the development, which may compromise the safety of road users or cause obstruction of the public highway. To reduce the opportunities for inappropriate parking each apartment should be allocated at least one parking space.

Much of the residential vehicle parking can be easily accessed from the main access road or the open space to the west of the development, this makes these parking areas very vulnerable to crime and anti-social behaviour. To reduce the opportunities for crime and anti-social behaviour the parking should be within the curtilage of the individual apartment blocks, separated from the through road, car parks should be enclosed by a robust boundary treatment at least 1.5m high.

Each of the three apartment blocks has a large cycle store, large cycle stores are always vulnerable to crime. To reduce the opportunities for crime a number of smaller cycle stores should be provided within each apartment block.

The presence of the two fast food retail units (drive through units) will draw a large number of people into this essentially residential development at all hours of the day and night. Significantly increasing the opportunities for crime and anti-social behaviour.

Our records show that these types of premises suffer from high levels of incidents. There are no details as to the operation of the two fast food retail units (drive through units), however, given the residential nature of the development we would object to this application if these units opened before 6am and operated beyond 10pm.

To provide for the safety and security lighting throughout the development must conform to the relevant sections of BS 5489-1:2020.

Hampshire Fire & Rescue

Further Comments:

Thank you for the further information supplied for this project, I can confirm the letter sent on the 07-10-2020 by myself stands.

No further comments to be made reference this.

Note : Any structure 11meters in height containing sleeping accommodation will need to have sprinkler provision built in.

Original Comments:

Description of Works:

HFRS understands that the project involves mixed-use development comprising 191 apartments and two drive-through, restaurants, together with associated access, parking and landscaping

I confirm that Hampshire Fire and Rescue Service (HFRS) has received your application, dated 01 October 2020. The inspector named above has considered the information provided and has made the following comments:

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 fire-fighting may be necessary. You should contact the Community Response Support, Hampshire Fire and Rescue Headquarters, Leigh Road, Eastleigh, S050 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 attendanæ 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.

Timber-framed Buildings

These types of buildings are particularly vulnerable to severe fire damage and fire spread during the construction phase.

The UK Timber Frame Association publication '16 Steps to Fire Safety on Timber Frame Construction Sites' provides guidance on this issue and is available from:

<https://ttf.co.uk/download/16-steps-fire-safety-timber-frame-construction-sites/>

This guidance should be read in conjunction with the 'Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation', published by the Construction Confederation and The Fire Protection Association (Sixth Edition, ISBN 1-902790-33-2)

Copies of the 'Joint Codes of Practice' and useful sister publication, 'Construction Site Fire Prevention Checklist' (Second edition, ISBN 1-902790-32-4), are available for purchase from the Fire Protection Association: (www.thefpa.co.uk) and from the Construction Industry

Press:

(Publications for Construction Professionals and Builders | CIP Books)

Hampshire Highways

Further Comments

It does not appear that the applicant has submitted revised transport documents and therefore our previous comments still stand.

It is noted that the proposed southern vehicular access has been removed, however the Highway Authority cannot make any comment until the previously requested information has been provided.

Further Comments:

As per the Highway Authority's response dated 4th January 2021, additional transport documents have not been provided to address the comments raised within the response dated 19th October 2020.

The Highway Authority cannot make any further comment until the requested information has been provided.

Original Comments

Thank you for consulting the Highway Authority for the above application which seeks permission for 191 apartments and two drive through fast food restaurants. The site is located to the south of Bartons Road and to the east of Petersfield Road and used to accommodate former office buildings which have been demolished.

Policy

The Transport Assessment, which has been submitted to support this application, states that this site is allocated within Havant Borough Council's emerging draft Local Plan under policy H38 which is correct. The H38 policy is for a for mixed use development of around 45 dwellings and a builders yard and should be for Havant Borough Council to respond how this development may or may not meet this criteria.

In addition to this, the policy sets out that the H38 site should provide separate access points for the commercial and the residential elements, to the satisfaction of the Highway Authority. As presented, this does not meet the policy requirements and should be revisited by the applicant.

Personal Injury Accident (PIA) data

The applicant has used data from CrashMap which isn't considered acceptable by the Highway Authority to support a planning application. The latest five year data should be obtained from Hampshire Constabulary and resubmitted for the Highway Authority to review. Additionally, the commentary provided does not correspond with the accident plot shown within the Transport Assessment, in particular the accidents located at the Bartons Road/Petersfield junction and the one outside the proposed access location on Bartons Road and two nearby the proposed Martin Road access. These need to be fully investigated to establish any underlying accident trend which may be exacerbated by this development.

Depending on any amendments to the access strategy and therefore distribution of traffic to the site the study area may need to be revised. The Highway Authority is aware of an

identified accident concern at the New Lane/Crossland drive access.

Site Accessibility

To understand the accessibility of the proposed development to sustainable modes of transport, the National Travel Survey (NTS) has been referenced. The NTS identifies that pedestrians are willing to make journeys on foot up to 3.2km away. Similarly, the survey states that the maximum distance people are willing to cycle is 8km.

The Highway Authority does not agree with these assumptions and instead acknowledges the findings within the CIHT's 'Providing for Journeys on Foot' document which identifies that the preferred maximum walking distance is considered to be 2km, whilst the maximum cycling distance is 5km. The NTS data acknowledges that the proportion of journeys above these distances by these modes is significantly less than those within these distances. Therefore, the view remains that sustainability assessments should be based on the CIHT data. These parameters have not been replaced within the NTS document.

It does not appear that the applicant has provided any cycle infrastructure provision to access the wider network and local facilities, in particular the schools and other local facilities to the north and this should be fully investigated. The applicant should note that there is a wider cycle strategy along Bartons Road which the application would be expected to tie into and the Highway Authority is willing to discuss this in more detail.

There does not appear to be suitable pedestrian provision internally in the site to achieve connectivity to existing provision on Bartons Road and Martin Road and should be revisited.

Site Access

The proposals include two access points, one to the north, onto Bartons Road and one to the south of the site, onto Martin Road.

Bartons Road Access

The access onto Bartons Road, as shown on the site plan drawing number 9303/100, is existing and it does not appear that the applicant is proposing to make any alterations to it. Notwithstanding operational capacity concerns which will be highlighted later in this response, the Highway Authority is concerned that the existing access is not suitable for the quantum and nature of the proposed development.

The Highway Authority appreciates that the existing access has accommodated previous use, however the proposed development will increase vehicular movements through the access and the trips will be different in nature and due to the proposed fast food uses, a higher proportion of trips would be anticipated to be unfamiliar with the arrangements.

As part of a nearby development, Land to the West of Havant Crematorium, has secured a financial contribution to the Bartons Road/Petersfield Road junction in the form of extending the left turn lane on Bartons Road to circa 28 meters in length. The location of this access needs to ensure that there is sufficient distance and no safety issues with the relationship between the existing access and proposed improvement.

Additionally, there is a vehicular access to the Havant and Waterlooville Football Club which should be considered when reviewing the current access. The current arrangement shown would not be acceptable in operational terms.

Martin Road

The access as shown on drawing number 106.0019.002, proposes a standard bellmouth access to serve the site and shows visibility splays of 43m which is based on the current

speed limit of Martin Road. HCC TG3 states that splays and design of the junction should be based on recorded speeds.

The drawing needs to be shown in more detail and show the existing accesses in the vicinity of the proposed to review in the wider context, this includes the car centre access, St Albans Road and access to the adjacent building. Additionally, there are a number of highway trees which look to be of good value which should be included on the access plan to assess the impact the proposed access may have.

The horizontal alignment of the internal access road is not suitable as proposed and has not been tracked for vehicles accessing and egressing at the same time.

Consideration must also be given to the appropriate level of use of the Martins Road access in relation to the impacts on the residential road network.

Internal Access Road

As highlighted, the emerging H38 policy states that the mixed land uses should provide separate accesses and therefore the internal road layout should reflect this. If the applicant is minded to continue to propose a link through, against Havant Borough Council's emerging policy, the access road should be fully tracked from access to access to ensure connectivity through the site. The access to the most eastern fast food outlet appears to be too close to the access road and turning right then left may not be achievable without over running into the opposite carriageway or having to undertake a dangerous manoeuvre. If the access is to be retained consideration will also need to be given to the potential for through routing traffic which should be discouraged.

Access Strategy

The access strategy, for vehicles and more sustainable travel modes should be reconsidered and designed in accordance with existing design standards and HCC Technical Guidance notes. The accesses should be accompanied by Stage One Road Safety Audits and should also take note of the emerging policy as previously highlighted. The highway boundary should also be imposed on to the plans to ensure there is not third-party land involvement.

Please note that the Highway Authority is unable to fully review the access proposals due to the above and reserve the right to make further comments once the above points have been met. It is advised that the applicant makes contact with the Highway Authority before any resubmission to discuss access options.

Parking

The level of proposed parking provision will be assessed by Havant Borough Council as their role as the parking authority. The Highway Authority request to be contacted if HBC does not approve the proposed parking numbers.

Trip Generation

The applicant is proposing to reduce the potential level in trips associated with the new land uses by netting off trips associated with the existing land use. It is acknowledged that this is a brownfield site, however as the site is clear, and has been clear with no activity, for a number of years it is not agreed that this approach is reasonable in this location. The existing land use is understood to be B1 however, there is no possibility of this site being operational at this time as it's current status could not give rise to any trip generation.

Notwithstanding the above, the parameters used to obtain trip generation rates from the TRICS website for the office appears high for the site location and the Highway Authority does not agree that all sites used are comparable to the previous SSE office use.

The applicant has used Greater London as a site location for one of the sites and will need further explanation as to why this is considered appropriate as car ownership levels are generally much lower in that location compared to Havant and may not be comparable.

The Highway Authority requests further detailed commentary regarding the TRICS parameters used and how they are comparable to this site.

A further reduction in trip generation has also been applied to account for pass-by, transferred and diverted trips. It is acknowledged that there will be a proportion of trips which will already be on the wider road network, in particular Petersfield Road. It is not clear as to how the 80% reduction has been derived from other than commentary regarding a comparison site in Totten. The Transport Assessment should include details and evidence to agree a percentage reduction.

It is not envisaged that there will be a large number of pass-by trips on Bartons Road and therefore the majority of trips will be making a number of manoeuvres through the Bartons Road/Petersfield Road junction. Specifically turning into and out of Bartons Road which will increase the number of right turn movements which traditionally reduce operational capacity at junctions.

There is an existing McDonalds site located on Park Road South which does not have drive-through provision and it is not known if this proposed site will transfer trips from here, or if this is replacing the existing site. The Highway Authority requests review of the retail impact assessment for the drive thru units, or an alternative summary to gain an understanding of the catchment area and forecast demand for the site.

Trip Distribution

The Transport Assessment does not provide any distribution analysis to review and needs to be provided to establish the impact on the local road network. It needs to be considered against the access road strategy and if trips will divert through the residential roads to the south of the site to access the fast-food outlets and residential element.

Junction Analysis

There has not been any junction analysis to assess the impact of this development site on local junctions. Given the concerns raised above it is considered appropriate at the minimum to assess the following junctions;

- Site access/Bartons Road
- Bartons Road/Petersfield Road
- Site access/Martin Road

Other junctions could be requested by the Highway Authority depending on the outcome of revised trip generation and distribution assessments. It is advised that the applicant discusses this with the Highway Authority to agree on a suitable scope and study area and whether traffic surveys will need to be undertaken or if existing survey data can be used.

Travel Plan

The Travel Plan is being assessed by Hampshire County Council's Travel Planning team and a response will be sent separately to the applicant if any changes are required.

Recommendation

Having regard to the above the Highway Authority is not in a position to offer a positive recommendation to the planning application and further detailed work is required by the applicant. The Highway Authority would welcome discussion with the applicant if they wish to

agree on fundamental parameters and detail which is missing at this time from the Transport Assessment.

Housing HBC

Further Comments:

Housing:

Current planning policy requirements Core Strategy policy CS9. 2, the Havant Borough Housing SPD (July 2011), mean that developments of 15 units or more would be required to provide 30-40% affordable housing on site.

The Pre-Submission Havant Borough Local Plan 2036 (HBLP 2036), which was approved by the Council on 30/01/2019, further reinforces this policy (see emerging Policy H2 / Affordable Housing) by setting out a requirement for 30% affordable housing on sites resulting in a net gain of 10 or more dwellings. This would equate to a minimum of 57 affordable units on this site.

In relation to tenure split of any agreed affordable housing the initial expectation would be an approximate 70%/30% split in favour of Affordable/Social Rented homes against Shared Ownership. In this proposal where 30% would be 57 units I would 40 rented units and 17 Shared Ownership units.

The residential element of applicant's proposal remains unchanged from the earlier submission and continues to propose a 100% flatted development consisting of:

	Flat- 1B1P 42sqm	Flat – 2B3P 63-69 sqm	Flat- 2B4P 74sqm	Total
Block A	57		7	
Block B	19	13		
Block C	92	3		
TOTAL	168	16	7	191

The applicants have submitted an amended viability challenge which I would expect to be referred to a third party for review, however, putting aside that viability challenge, and assuming that affordable housing delivery were being considered, the mix of housing proposed on this development would not meet the varied needs of those on our social housing waiting list due to the proposed over provision of very small 1 bedroom units which would only meet the Nationally Described Space Standards for 1 person. In order to accommodate 2 persons, the 1-bedroom flats would need to be a minimum of 50sqm.

The demand for affordable housing remains high within Havant borough; as at 06/01/2021 there are 1632 active applications registered on Hampshire Home Choice (HHC) seeking accommodation in our area and of these 775 are waiting for a one-bedroom home, 524 for a two bed, 262 for a 3 bed, and 71 for a 4+ bedroom home.

Although the number waiting for a 1-bedroom home represents the highest percentage on the waiting list the prospect of this level of density of the same type of accommodation in this development would not fit with the need to create a sustainable community in this area.

Waiting times on Hampshire Home Choice represent a significant number of years. Between April 2019 to March 2020, for Band 3 applicants the time between registration and nomination was an average of between 2 to 5 years depending on the property size required.

Moving forward Housing would not support this residential development proposal as it does not provide a sufficient mix of types and sizes of accommodation to meet the needs of the residents of Havant borough.

As previously noted the applicant has submitted an amended viability assessment which confirms that a 100% private housing development would still result (based on their own appraisal of the development) in a £1.625m shortfall, this is an additional £320K when compared to their earlier viability assessment so therefore I would once again question, in these uncertain times, why the applicants would consider this type of development as a suitable risk. If their view is that the market may change in their favour, then a further viability assessment would be required to review those new circumstances.

Original Comments:

Housing:

Current planning policy requirements Core Strategy policy CS9. 2, the Havant Borough Housing SPD (July 2011), mean that developments of 15 units or more would be required to provide 30-40% affordable housing on site.

The Pre-Submission Havant Borough Local Plan 2036 (HBLP 2036), which was approved by the Council on 30/01/2019, further reinforces this policy (see emerging Policy H2 / Affordable Housing) by setting out a requirement for 30% affordable housing on sites resulting in a net gain of 10 or more dwellings. This would equate to a minimum of 57 affordable units on this site.

In relation to tenure split of any agreed affordable housing the initial expectation would be an approximate 70%/30% split in favour of Affordable/Social Rented homes against Shared Ownership. In this proposal where 30% would be 57 units I would 40 rented units and 17 Shared Ownership units, not the 50/7 quoted in the viability assessment submitted with this application. I would expect this viability assessment to be referred to a third party for independent review.

The residential element of applicant's proposal is for a 100% flatted development consisting of:

	Flat-1B1P 42sqm	Flat – 2B3P 63-69 sqm	Flat-2B4P 74sqm	Total
Block A	57		7	
Block B	19	13		

Block C	92	3		
TOTAL	168	16	7	191

Putting aside the applicants viability challenge, and assuming that affordable housing delivery were being considered, the mix of housing proposed on this development would not meet the varied needs of those on our social housing waiting list due to the proposed over provision of very small 1 bedroom units which would only meet the Nationally Described Space Standards for 1 person. In order to accommodate 2 persons, the 1-bedroom flats would need to be a minimum of 50sqm.

The demand for affordable housing remains high within Havant borough; as at 22nd October 2020 there are 1620 active applications registered on Hampshire Home Choice (HHC) seeking accommodation in our area and of these 771 are waiting for a one-bedroom home, 533 for a two bed, 251 for a 3 bed, and 65 for a 4+ bedroom home.

Although the number waiting for a 1-bedroom home represents the highest percentage on the waiting list the prospect of this level of density of the same type of accommodation in this development would not fit with the need to create a sustainable community in this area.

Waiting times on Hampshire Home Choice represent a significant number of years. Between April 2019 to March 2020, for Band 3 applicants the time between registration and nomination was an average of between 2 to 5 years depending on the property size required.

Moving forward Housing would not support this residential development proposal as it does not provide a sufficient mix of types and sizes of accommodation to meet the needs of the residents of Havant borough.

The applicant has submitted a viability assessment which confirms that a 100% private housing development would still result (based on their own appraisal of the development) in a £1320,000 shortfall; I would therefore question, in these uncertain times, why the applicants would consider this type of development as a suitable risk. If their view is that the market may change in their favour, then a further viability assessment would be required to review those new circumstances.

Planning Policy

Further Comments

NB Policy comments were initially provided on 20 October 2020. The applicant has since revised the scheme.

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 Havant Borough. The emerging Local Plan has been submitted for examination. It has therefore moved a step closer to adoption since the last comments on this scheme were made. The weight to be afforded to this plan remains limited.

Principle of development

The site lies within the urban area as defined by policies CS17 and AL2 in the context of the

adopted local plan. There is therefore a presumption in favour of sustainable development.

Residential Development

The site is allocated for 90 dwellings under site reference L145 in Policy LP1 of the Allocations Plan. The housing allocation is reaffirmed by Policy H36 in the PreSubmission Local Plan for development of around 80 dwellings. The principle of residential development is therefore actively supported through local policy, though the number of dwellings proposed far exceeds the suggested number in the allocations in both plans. It is acknowledged that this scheme would make a significant contribution to housing need. Whether the scheme is acceptable overall, will, however, depend on detailed considerations.

Commercial Development

The commercial element is not envisaged through either of the site allocations. The applicant argues that the drive-throughs would provide local services to enhance the sustainability of communities and residential environments. Considering the nature of the use, and its likely impacts on townscape, town centres, residential amenity, and health, it is questioned whether the drive-throughs would achieve these aims. These are discussed further below:

The service a hot food drive-through provides to the local community is considered to be limited, being focussed on a particular type of food, which is unlikely to fulfil a regular day-to-day need. In addition, drive-throughs by their nature serve a much wider catchment than a purely local one, being quite explicitly focussed on the use of the car for access.

There are questions of this site as a location for this use, in relation to nearby town centres. The site lies around 1.5 miles north of Havant Town Centre, which is home to a number of similar facilities, and less than half a mile from Leigh Park District Centre. The NPPF and the adopted and emerging local plans support development which contributes to the viability and vitality of town centres. A commercial use with the potential to attract users away from town centres is contrary to this aim. In addition, emerging policy C8, supports takeaway uses specifically only in town, district and local centres.

The site is a prominent one, a corner site on a key entrance route into central Havant. While this no doubt makes it attractive to a commercial operator, drivethroughs in this location would do little to improve the townscape in the area. The surrounding area is dominated by low rise residential uses. The NPPF, and both the adopted and emerging Local Plans (policies CS6, CS16 and E1) have an expectation that development should respect and respond to their local context and the create better places.

Focussing in from the wider environment to the site itself, the co-location of the drive-throughs with the residential element of the scheme raises concerns in terms of odour, air quality and noise, in relation to policies DM5 and DM10 of the adopted plan, and policies E22 and C8 of the emerging plan. Environmental Health may provide further detailed comments on this point.

Turning to the matter of health, previous comments had highlighted that the emerging local plan has a greater focus on health, and that emerging policy C8 seeks to restrict hot food takeaways in the borough to an overall limit across the borough, which has been reached. It is accepted that this policy may be given only limited weight at this stage.

In response to this element of the October 2020 policy comments, the applicant has submitted additional information relating to one of the proposed operator's business practices in relation to health. It should be noted that the policy objection to the drive-throughs was not based on

the individual operator's business model, menu or corporate attitude to health. Clearly, it is the use that is being considered, not an individual operator.

In the context of health, the applicant accepts that the NPPF seeks to promote healthy lifestyles. The particular format of a drive-through promotes the use of inactive and unsustainable travel, by encouraging the use of the car. This manifestly neither promotes healthy lifestyles, nor broader environmental outcomes

Development Requirements

Earlier comments highlighted expected development standards, which are not repeated here, save to note a couple of matters:

- It is noted that the dwelling mix has been amended to include a greater number of 2-bedroom dwellings, in line with local need and policy expectations.
- While the scheme includes private amenity space in the form of balconies, and landscaping surrounding the residential blocks which may be used by residents, amendments to the layout do not appear to have addressed the lack of public open space.

Conclusions

The residential element of the scheme remains supported in principle in policy terms, subject to detailed consideration of design and development requirements and standards. The drive-throughs are not supported

Original Comments

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 Havant Borough.

The latest Pre-Submission version of the emerging Havant Borough Local Plan was approved on 9 September 2020, and may be afforded limited weight.

Principle of development

The site lies within the urban area as defined by policies CS17 and AL2 in the context of the adopted local plan. There is therefore a presumption in favour of sustainable development subject to other considerations.

The site is allocated for 90 dwellings under site reference L145 in Policy LP1 of the Allocations Plan. The housing allocation is reaffirmed by Policy H36 in the PreSubmission Local Plan for development of around 80 dwellings. The principle of residential development is therefore actively supported through local policy, though the number of dwellings proposed far exceeds the suggested number in the allocations in both plans. It is acknowledged that this scheme would make a significant contribution to housing need. Whether this is acceptable overall, will, however, depend on detailed considerations.

The commercial element is not envisaged through either of the site allocations. In addition, the emerging Local Plan has an increased focus on health, and in particular, emerging policy E8 seeks to restrict hot food takeaways in the Borough. These will only be supported in principle in town, district and local centres, and where the proposal does not bring the overall total above a prescribed level. I have seen no evidence that the applicant has considered the latter criterion, and it will not be possible for the applicant to address the former. The drive

through element is therefore not supported in principle.

Development Requirements

Both site allocation policy set out development requirements which should be considered during the determination of this application. In addition, development requirements are set out in topic policies throughout both plan, and commentary on some key issues is offered below.

High quality new homes: The applicant has indicated that the proposed residential dwellings would meet the nationally described space standards in line with Policy H1 of the emerging Local Plan. The policy also specifically requires some of the dwellings to provide greater accessibility standards. This point has not been addressed in the applicant's planning, design and access statement.

In terms of private residential amenity space, policy H1 and its supporting text requires a minimum of 1.5 sqm of private amenity space per bedroom or 1 sqm of communal space per bedroom for flatted development. It is noted that the plans indicate some private balcony space, and the applicant states that this standard is met in the grounds of the scheme. However, in considering whether the standard for private amenity space have been met, it should be noted that private amenity space must be considered separately from public open space requirements (see below), and the grounds of the site cannot be relied up to meet both standards simultaneously.

Affordable housing: Policy H2 of the emerging Local Plan requires 30% affordable housing. It is noted that the applicant has submitted a viability assessment stating that policy compliant provision would not be viable.

Housing density: The site falls within the Leigh Park District Centre opportunity area for high density residential development as defined by Policy H3 in the emerging Local Plan which expects development to provide for a minimum of 55dph. The proposal is for a high density scheme of 159dph. Whether this density is appropriate in this location in design terms, is a matter for detailed consideration. In particular, it should be considered whether the scheme addresses the detailed design and layout considerations in the allocation policies.

Housing Mix: Policy H4 of the emerging Local Plan expects new development to provide a range of dwelling types and sizes. 35% of the overall housing mix (both market and affordable) should be two bedroom homes unless locally identified need evidence indicates an alternative approach should be taken. The applicant is proposing 168no 1-bed units and 23no 2-bed units, with 2-bed units making up just 12% of the dwellings. The applicant has justified this by reference to the sales rates of the units in one nearby scheme. It is suggested that for the degree of departure from the policy position, further evidence would be required of the need for this particular split.

Public & Private Open Space: The applicant's planning, design and access statement claims that policy E9 of the emerging Local Plan does not require on site open space for a development of this size. This is not the case, with the policy requiring open space from all developments above 50 units, and paragraph 5.91 stating that 'The new public open space should be provided on site, enhancing the quality of the development. Where it is not feasible to provide it on site due to the characteristics of the development, the Council will accept a financial contribution towards the improvement of nearby open space'. I do not consider that the characteristics of the site support an exemption from meeting the required level of public open space on site.

Sustainable Design & Construction: It is noted that the applicant has submitted a viability assessment stating that policy compliant provision would not be viable. .

Amenity & Pollution: The site allocation notes the potential air quality/noise issues due to the proximity of Petersfield Road, and Havant and Waterlooville football stadium to the east. The abutment of the SSE Data Recovery and energy centre block is also noted. Given the potential for the occupiers to be affected by these sources, it is recommended that the views of the Environmental Health Team are sought. In addition, notwithstanding the in principle objection to the drive-throughs in this location, their colocation with the residential element of the scheme must be considered carefully in terms of odour, air quality and noise, in relation to policies

DM5 and DM10 of the adopted plan, and policies E22 and C8 of the emerging plan. Environmental Health may provide further detailed comments on this point.

Conclusions:

The residential development of the site is supported in principle, while the drive through element is not. In addition, the scheme appears to fall short when judged against a number of expected development standards, and in its current form, is therefore not supported in policy terms.

Public Health

Thank you for the opportunity to comment on this re-consultation. The specific document to which we refer is that which is titled "McDonald's UK & Ireland comment on Public Health response to Havant Borough Council: Mixed-use development comprising 191 apartments and two drive-through restaurants, together with associated access, parking and landscaping".

We thank the consideration of colleagues at McDonald's UK and Ireland for their detailed response regarding this new development. We take these comments into account, and reiterate our support regarding the opportunities for employment enrichment in the Havant area. However, with all due consideration, we are unable to endorse the message that McDonald's represent a key player in improving healthy food environments, and by extension, public health in Havant and nationally. Ergo, we maintain our opposition to both the development of McDonald's and Costa Coffee drive-thru facilities opposite the proposed apartment blocks.

We respond henceforth to specific comments, but we continue to honour and expand on the validity of evidence provided in our original statement.

As of February 2021, Public Health England have published the addendum (Addendum: Hot food takeaways use in the new Use Class Order - GOV.UK (www.gov.uk)). The replacement of the A5 hot food takeaway use class with sui generis allows local authorities to have greater control, through using the planning application process, to prevent the proliferation of hot food takeaways, and is testament to the will and alignment of central Government to create healthier places.

Whilst we appreciate that the Local Plan 2036 statutory guidelines are not yet implemented, please note that as stated in the Havant Healthy Borough Assessment:

"4.34 It is acknowledged that unhealthy food sources can be found in convenience shops (Land Use Class A1), as well as cafes and restaurants (Land Use Class A3). Nevertheless, given the health priorities of Hampshire County Council and Havant Borough Council (Chapter 3), the health profile of Havant Borough (Chapter 3), and the findings above, it is considered that there is a justification for a policy in the HBLP 2036 which restricts fast food outlets in Havant Borough."

The Healthy Borough Assessment further states the rationale for restricting hot food takeaway

establishments, much of which we have reiterated in our previous response.

We also refer to guidance as set out in Public Health England's 2020 report, Using the planning system to promote healthy weight environments: Guidance and supplementary planning document template for local authority public health and planning teams:

"Each application for new hot food takeaways are made on its own merits and the 400m zone must be considered in the context of the individual application. There are mitigating factors that can be considered, for example the potential for natural or manmade barriers that limit accessibility from schools. There have been examples where applications have been submitted just outside of the 400m zone, resulting in difficulty in applying the exclusion policy despite public health concerns. It may be appropriate to restrict hot food takeaway premises just beyond the 400m zone, subject to the local circumstances, such as:

- childhood obesity levels
- main school routes used by majority of children
- density of existing food retail uses"

In subsequent paragraphs we reiterate the prevalence of childhood obesity in Havant, particularly in the ward in which the proposed development would be sited, and the high density of existing food retail uses. We reiterate that this is a likely route taken by children and parents on the school commute as there are multiple schools located within half a mile of the proposed development and residential dwellings. There is also a football club, skate park and community hubs, all of which provide opportunities for healthy living in Havant.

The developer cites recent examples where planning permission for McDonald's drive-thru facilities were granted, however there are also plenty of recent UK-wide examples of proposed premises being rejected by Councils for similar reasons to those stated in this and previous responses. For example, Cheriton High Street in Folkestone, Musselburgh in East Lothian, Ottery St. Mary in East Devon, Palmers Green in Enfield, and Hawkeswood Road in Southampton.

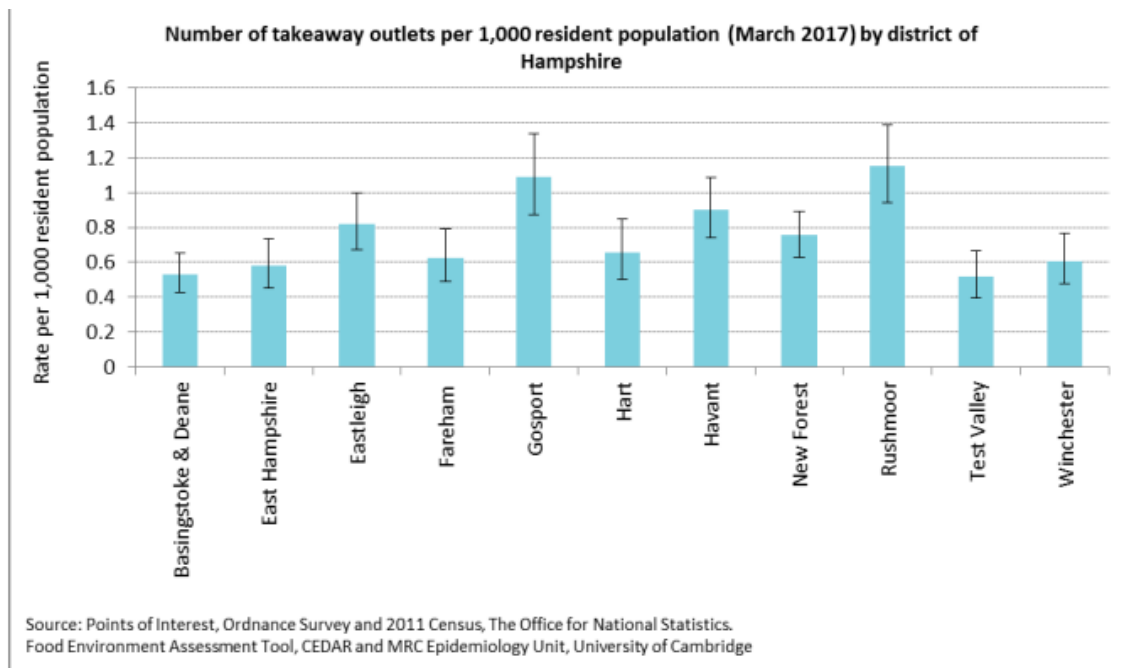
The developer mentions 'Havant's current rate of hot food takeaways (89.6 per 100,000) sits below the national average (96.1 per 100,000)'. Whilst it may be lower than the national average, we have outlined clearly that Havant has a higher number of hot food takeaways than the Hampshire region, and that this is exacerbated in areas of higher deprivation. We reiterate this evidence from our previous response in the next few paragraphs.

Take-away prevalence in Havant

To understand the potential impact of in takeaways in Hampshire, we have analysed Points of Interest (PoI) data from Ordnance Survey to look at how they are distributed by area, by deprivation and over time. Our data suggest that we have seen a growth in takeaways over the last four years, and the highest growth has been seen in our areas of greatest deprivation.

According to the PoI method there are 110 take-away style businesses in Havant. In Hampshire, the number of takeaway outlets per 1,000 resident population in the most deprived decile is more than two times greater than in the least deprived (average of 1.17 and 0.56 per 1,000 resident population, respectively). When analysed by district, Havant has the third highest concentrations of takeaway outlets in Hampshire, with an average of 0.91 per 1,000 resident population. In comparison, these are almost double those for Test Valley and Basingstoke and Deane, which have the lowest concentrations in Hampshire. See Figure 1.

Fig1: Graph showing Havant position in Hampshire take-away density



Even in referring to Public Health England's fast food density tables published in June 2018⁶, which use different criteria (Food Standards Agency (FSA) Food Hygiene Rating Scheme (FHRS) data), there are 111 (a rate of 89.6 per 100,000 population) reported take away establishments in Havant.

The evidence suggests that Havant has a high density of take-away establishments, compared to the rest of Hampshire. The application for a Costa and McDonalds drivethru would further increase the density and availability of out-of-home food.

Figure 2 details the average (mean) calorie, saturated fat, sugar and salt content of typical McDonald's menu items for an adult meal. Analysis of the menus is based on publicly available nutrition information¹. Figure 3 details the same², for Costa, looking at the nutritional information for a latte coffee beverage and a portion of cake.

The result of the menu analysis demonstrates that the food and drink offer at McDonald's and Costa can be considerably high in calories, saturated fat, sugar and salt, compared to the daily references intakes.

The main cause of obesity is the regular consumption of excess calories through food and drink. The proposed development provides further opportunity for the overconsumption of potentially unhealthy food and drink. For example, a large mocha with whole milk from Costa can provide as many as 321 calories and 27.4g of free sugar. It is recommended that most adults consume between 2000 and 2500 calories a day and no more than 30g of free sugars. Therefore, despite Costa being positioned in the wider out-of-home food and drinks market as a café/coffee shop, which may have healthier connotations than traditional "fast-food", the available food and drink products at Costa are not necessarily any healthier than alternative outlets. Figure 3 below demonstrates that it is feasible that an adult could consume almost half of their daily calorie intake in one sitting at Costa, if they chose to have a hot drink (e.g. mocha with whole milk, 321 calories) and a snack (e.g. carrot and walnut cake, 576 calories). If consumed regularly, these high calorie, high sugar foods and drinks could contribute to weight gain, obesity and associated health conditions (e.g. type 2 diabetes).

1 <https://www.mcdonalds.com/gb/en-gb/good-to-know/nutrition-calculator.html>

2 <https://www.costa.co.uk/docs/store-allergen-guide.pdf>

Fig. 2 McDonald's (mean) nutritional content of typical adult meal (Bic Mac, medium fries, strawberry milkshake)

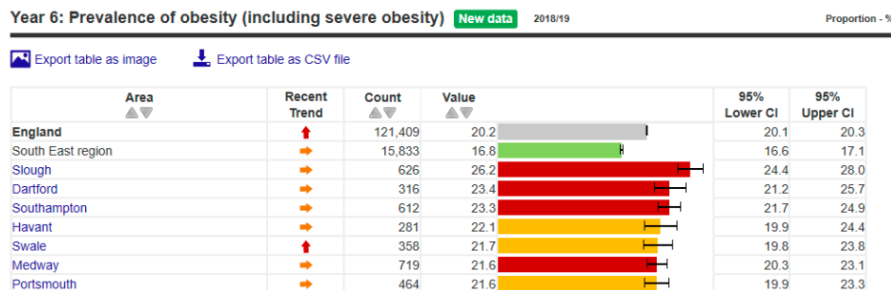


Fig. 3 Costa nutritional content of sample menu items

a. Sample Costa confectionery nutritional content

Overweight and obese children in Havant Data from PHE also indicates that childhood obesity in Havant is similarly to adults, fourth highest in the south east region, where, in the 2018/19 period, 22.1% of children in Year 6 were either obese or severely obese⁸. This is shown in Figure 5.

Fig 5. Havant position as fourth highest in South East for obese children in Year 6



Given that the proposed development loses opportunity for and discourages physical activity (by its nature, being a drive-thru facility) and evidence suggests it can contribute to the rising and already high levels of overweight and obesity in Havant, Public Health objects to this application.

Health and Well-Being Planning Practice Guidance (PPG)

Local authorities are obliged to take the new section of the Health and Well-Being Planning Practice Guidance (PPG) into account when deciding on planning applications.

As part of the PPG, authorities are encouraged to use their planning decisions to restrict the growth of new fast-food outlets, including: at locations where children and young people congregate such as schools, community centres and playgrounds, in areas with high levels of obesity, deprivation and general poor health, and in areas with over-concentration and clustering of outlets within a specified area. Town and Country Planning Association guidance⁹ echoes these principles in its recommendations for the planning and design of a new/existing development and further recommends that “Development avoids overconcentration of hotfood takeaways (A5 uses)... and restricts their proximity to schools or other facilities for children”.

On the basis of the PPG this application should be refused because the proposed development is sufficiently close to local schools (with three in proximity), close to community facilities (leisure/sports facility and open grounds), in an area already well served by takeaway and drive-thru businesses and proposed to be located in Havant which has wards in the deciles of greater deprivation.

Through the Hampshire Healthy Weight Strategy (2015-2019)¹⁰ there are work-streams being pursued to work with caterers and food outlets. These include encouraging the reformulation of less healthy products whilst increasing the availability of healthier options, sharing evidence from behavioural insight techniques to make healthier choices easier consumer choices, and promoting healthy food environments, for example through the planning process, having established a Public Health and Planning Position Statement¹¹. The Statement seeks to support Planning Authorities in making informed decisions about shaping their local food environment. It is within this context that these recommendations are made.

Summary recommendation

It is the opinion of Hampshire County Council Public Health that this planning application should be refused. The use proposed conflict with National Planning Practice Guidance on health and well-being and are contrary to the intentions of Planning Policy C8 of the Havant Local Plan 2037, which proposes to limit density of hot food takeaways in the Borough. As such the proposal would undermine these aims, including detracting from opportunities to pursue physical activity, in an area already well served by similar food outlets. The proposals therefore have great potential to negatively impact on the health and well-being of residents in an area of Havant already affected by levels of overweight and obesity which are higher or significantly higher than average rates in Hampshire, the South East and England.

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Original Comments

Public Health response to Havant Borough Council: Mixed-use development comprising 191 apartments and two drive-through restaurants, together with associated access, parking and landscaping (Ref: APP/20/00658)

The specific document to which we refer feedback is that which is titled “PLANNING, DESIGN AND ACCESS STATEMENT, INCORPORATING AFFORDABLE HOUSING STATEMENT, EMPLOYMENT AND SKILLS PLAN, SUSTAINABILITY STATEMENT AND UTILITIES ASSESSMENT”.

The application site and surrounds (pp.3)

We welcome the developer’s proposal to create C3 housing, a suitable use of a Brownfield site in response to a growing need for adequate, safe housing in Havant and surrounding areas, as a result of population increase. We hope that these apartments will be accessible and affordable to couples and single individuals, or at least that there will be a mix of affordable and more aspirational dwelling, in line with NPPF standards. From the mock-up provided, we anticipate that these dwellings will be tenure blind, making the affordable units equally attractive from the exterior. We welcome the developer’s recognition of the principles as set out in the Havant Borough Core Strategy, stating “The Council aims to achieve an average of 30-40% affordable housing on sites of 15+ dwellings, with a tenure split of 65-70% rented and 30-35% intermediate” to which we encourage the developer to adhere.

We welcome the use of a well-connected Brownfield site which facilitates active and sustainable travel for residents, due to its proximity to bus stops, local amenities and its integration of existing cycling and walking paths, as well as making the site attractive to prospective residents.

The proposed development (pp. 5-7)

Residential dwellings

We welcome the developer to create cycle storage and encourage motions to introduce adequate storage to serve the majority of dwellings, to promote active travel, and only using motorised vehicles where necessary. Equally, we welcome the development of resident parking to facilitate travel for less able users and for those who cannot access public or active transport means. We welcome the acknowledgement made by the developer that “Cycle parking is required at a rate of one space per 1-bed and two spaces per 2-bed unit, plus an additional 20% for visitors.” according to the Havant Borough Core Strategy, to which we anticipate the developer will adhere.

We welcome the proposal to surround the housing development with additional planting and lawn space as we know it is important for citizens to have access to greenery at home even in the absence of a garden, for mental and physical wellbeing. We also acknowledge that peripheral greenery will encourage biodiversity in the area.

McDonald’s and Costa Coffee drive-thru

We have major reservations regarding the drive-thru proposed by the developer. We do not believe this aligns with Havant’s bid to be a healthy nor a sustainable city, especially in light of Havant’s particular health problems, with a stark prevalence of obesity compared to both neighbouring localities and the national average, as well as misalignment with Havant’s 2019 declaration of a Climate Emergency. Most concerningly, the food outlets proposed – McDonald’s and Costa Coffee – clearly do not have health in their interests as multi-national corporate food industry outlets, nor do they feign to do so. Instead, they promote the consumption of ultra-processed, high fat sugar salt (HFSS) food and beverages with little regard for the damaging consequences of both their food and the way in which it is provided in a drive-thru environment. There is potential for users of either drive-thru facility to go to the second due to the convenient proximity, ergo doubling the access to and consumption of

HFSS foodstuffs. This is a clear conduit for residents of the proposed housing developments to access cheap, convenience HFSS food and beverages which creates a poor food environment for these individuals, leading to poor health outcomes. The very features of a drive-thru remove opportunity for physical activity and necessitate sedentary behaviour (being seated as a driver or passenger). Physical activity and exercise are important for health and can help in the maintenance of healthy body weight.

Moreover, these drive-thru outlets will create pollution from the characteristic disposable packaging, which will affect the residents in the proposed dwellings. It was estimated by Keep Britain Tidy that half of all fast-food litter in the UK in 2020 was from McDonald's.

The residents will also be affected by the air pollution created by vehicles accessing the drive-thru. The installing of not only one, but two drive-thru facilities will create local traffic on an already busy road, creating further traffic and congestion, especially at peak times. These developments do not support a Green Transition which is necessary to respond to the Climate Emergency in Havant and surrounding localities. Any new trips might add to peak-time congestion idling. Regard should be given to the impact of vehicle emissions on air quality standards from localised traffic movements and queuing & idling vehicles.

The developer states that local residents will benefit from the installing of a McDonald's and Costa Coffee, providing 'new local facilities that are not currently available to the community', continuing on to say the nearest McDonald's is 1.2 miles away on West Street, Havant. We would refute that it would be a commendable use of local transport links as praised and encouraged by the developer, for patrons to walk (26 minutes), cycle (seven minutes) or use the bus (11 minutes) to access this McDonald's should they wish to. The nearest Costa Coffee, the developers mention, is 3.9 miles away in Waterlooville, however we note that there are alternative chain coffee shops (Greggs and Gypsy King) in convenient proximity to the aforementioned West Street McDonalds, should patrons wish to access both. Whilst we appreciate that the development of the two named food outlets would create around 90 jobs for the local community, we believe that this may come at the detriment of the health of said new employees, with any economic benefit to Havant outweighed by the potential public health harm of creating two new fast-food outlets. Healthy workplaces are a key priority for Hampshire County Council's planning agenda.

In light of the clear public health issues brought to the fore, we object to the development of these drive-thru outlets.

Response Regarding Obesity, Health and Well-being

Evidence on Obesity

In simplified terms, obesity can be a result of one regularly consuming more calories from food and drink than one burns through daily living. Nationally and locally, overweight and obesity is a serious public health concern, with prevalence in children and adults increasing. Our environment, especially the ready availability of food high in calories from supermarkets, takeaways, restaurants and cafes, is considered to be a significant contributory factor.

According to the Public Health Outcomes Framework 61.6% of adults in Hampshire are estimated to be overweight or obese¹ .

Out-of-home food outlets such as restaurants, cafes and takeaways influence our dietary habits. Nationally, the proportion of meals eaten outside of the home is increasing, with more than one quarter (27.1%) of adults and one fifth of children now eating from out-of-home food outlets at least once a week² .

Data published by Public Health England in 2017 show that fast-food outlets are more densely concentrated (i.e. greater number of outlets per 1,000 resident population) in areas of greater deprivation compared to more affluent areas. Meals eaten out of the home tend to be associated with larger portions, higher intakes of fat, sugar and salt and lower intakes of micronutrients than meals eaten at home² .

Such concentrations of these establishment types may be contributing to the widening of health inequalities, as recognised in the Marmot Review³ .

Greater access to takeaway outlets at home, work and on commuting routes has been associated with increased takeaway consumption⁴ .

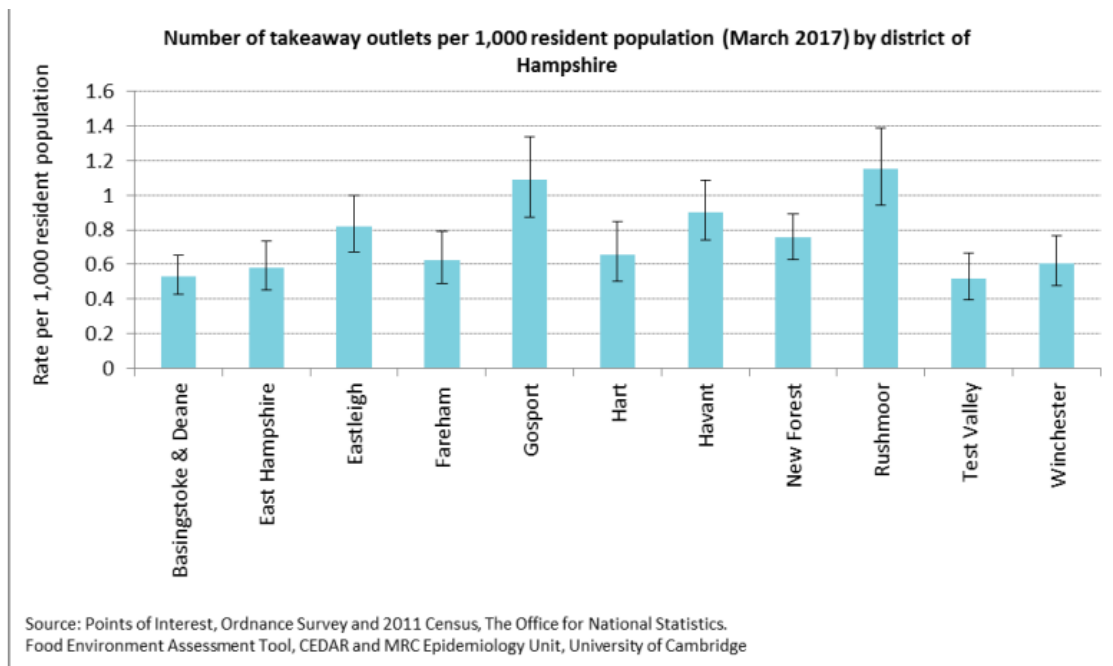
There is also a tendency for fast-food outlets to cluster around schools, increasing children's access to and opportunities for purchasing energy-dense, unhealthy food⁵ . We observe that the proposed development is in close proximity to Sharps Copse Primary School, Trosnan Infant School and Riders Junior School amongst others. This creates an unhealthy food environment for children travelling to and from school, where parents may be pestered into buying fast food from these outlets.

Take-away prevalence in Havant

To understand the potential impact of in takeaways in Hampshire, we have analysed Points of Interest (PoI) data from Ordnance Survey to look at how they are distributed by area, by deprivation and over time. Our data suggest that we have seen a growth in takeaways over the last four years, and the highest growth has been seen in our areas of greatest deprivation.

According to the PoI method there are 110 take-away style businesses in Havant. In Hampshire, the number of takeaway outlets per 1,000 resident population in the most deprived decile is more than two times greater than in the least deprived (average of 1.17 and 0.56 per 1,000 resident population, respectively). When analysed by district, Havant has the third highest concentrations of takeaway outlets in Hampshire, with an average of 0.91 per 1,000 resident population. In comparison, these are almost double those for Test Valley and Basingstoke and Deane, which have the lowest concentrations in Hampshire. See Figure 1.

Fig1: Graph showing Havant position in Hampshire take-away density



Even in referring to Public Health England’s fast food density tables published in June 20186 , which use different criteria (Food Standards Agency (FSA) Food Hygiene Rating Scheme (FHRS) data), there are 111 (a rate of 89.6 per 100,000 population) reported take away establishments in Havant.

The evidence suggests that Havant has a high density of take-away establishments, compared to the rest of Hampshire. The application for a Costa and McDonalds drivethru would further increase the density and availability of out-of-home food.

Figure 2 details the average (mean) calorie, saturated fat, sugar and salt content of typical McDonald’s menu items for an adult meal. Analysis of the menus is based on publicly available nutrition information1 . Figure 3 details the same2 , for Costa, looking at the nutritional information for a latte coffee beverage and a portion of cake.

The result of the menu analysis demonstrates that the food and drink offer at McDonald’s and Costa can be considerably high in calories, saturated fat, sugar and salt, compared to the daily references intakes.

The main cause of obesity is the regular consumption of excess calories through food and drink. The proposed development provides further opportunity for the overconsumption of potentially unhealthy food and drink. For example, a large mocha with whole milk from Costa can provide as many as 321 calories and 27.4g of free sugar. It is recommended that most adults consume between 2000 and 2500 calories a day and no more than 30g of free sugars. Therefore, despite Costa being positioned in the wider out-of-home food and drinks market as a café/coffee shop, which may have healthier connotations than traditional “fast-food”, the available food and drink products at Costa are not necessarily any healthier than alternative outlets. Figure 3 below demonstrates that it is feasible that an adult could consume almost half of their daily calorie intake in one sitting at Costa, if they chose to have a hot drink (e.g. mocha with whole milk, 321 calories) and a snack (e.g. carrot and walnut cake, 576 calories). If consumed regularly, these high calorie, high sugar foods and drinks could contribute to weight gain, obesity and associated health conditions (e.g. type 2 diabetes).

1 <https://www.mcdonalds.com/gb/en-gb/good-to-know/nutrition-calculator.html>

2 <https://www.costa.co.uk/docs/store-allergen-guide.pdf>

Fig. 2 McDonald's (mean) nutritional content of typical adult meal (Bic Mac, medium fries, strawberry milkshake)



Fig. 3 Costa nutritional content of sample menu items

a. Sample Costa confectionery nutritional content

Product Description	Dietary Choices		Allergens													Nutrition per 100gms										Nutrition per portion																										
	Suitable for Vegetarians	Suitable for Vegans	Cereals Containing Gluten					Allergens								U	kcal	Fat (g)	Saturated (g)	Carbohydrate (g)	Sugar (g)	Protein (g)	Salt (g)	Portion weight (g/ml)	U	kcal	Fat (g)	Saturated (g)	Carbohydrate (g)	Sugar (g)	Protein (g)	Salt (g)																				
			Wheat Products	Egg Products	Maya Products	Oat Products	Soya products	Milk products	Fish Products	Crustacean Products	Mollusc Products	Sesame Products	Mustard Products	Peanut Products	Lupin Products																		Tree Nut Products	Other Nut Source (if present)																		
FOOD																																																				
CAKES																																																				
BARWELL TWT	YES	NO	YES	N	N	N	C	YES	YES	N	N	N	N	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1901	453	18.7	7.8	65.7	37.5	4.7	0.1	86	1635	389	16.0	6.7	57.0	32.0	4.0	0.1	
BANANA AND PECAN LOAF CAKE	YES	NO	YES	C	C	C	C	YES	YES	N	N	N	N	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1699	407	23.0	4.9	44.0	22.0	5.2	0.5	80	1360	325	18.0	3.9	35.0	18.0	4.2	0.4	
BLUEBERRY MUFFIN	YES	NO	YES	N	C	YES	C	YES	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1952	370	17.4	1.5	48.1	24.3	4.4	0.5	110	1707	407	19.0	1.6	53.0	27.0	4.8	0.6	
CARROT & WALNUT CAKE	YES	NO	YES	N	N	N	C	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1631	389	17.3	3.4	52.9	30.6	4.3	0.5	148	2414	576	26.0	5.0	78.0	45.0	6.3	0.7	
CHOCOLATE Tiffin	YES	NO	YES	N	N	N	C	YES	N	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	2099	502	27.8	14.4	56.5	29.6	5.5	0.8	80	1679	402	22.0	12.0	45.0	24.0	4.4	0.7	
CINNAMON BROOCHIE BUN	YES	NO	YES	N	C	C	C	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1345	319	8.5	3.5	52.5	13.6	7.0	0.6	104	1399	332	8.8	3.6	55.0	14.1	7.3	0.6	
LEMON CURD TWT	YES	NO	YES	N	N	N	C	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1996	478	26.8	15.1	52.8	24.4	4.7	0.2	70	1397	335	18.8	10.6	37.0	17.1	3.3	0.1	
LEMON CHOCOLATE LOAF	YES	NO	YES	N	N	N	C	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1613	385	16.6	1.5	53.9	26.1	4.4	0.6	95	1533	365	16.0	1.4	51.0	25.0	4.2	0.6
LEMON DRIZZLE CAKE SLICE	YES	NO	YES	N	N	N	C	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1613	385	16.6	1.5	53.9	26.1	4.4	0.6	91	1468	350	15.0	1.4	49.0	23.7	4.0	0.5
SILOAN LEMON MUFFIN	YES	NO	YES	N	C	C	C	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	1607	383	17.8	2.6	50.9	32.6	4.6	0.5	101	1623	387	18.0	2.6	51.4	32.9	4.6	0.5
MILK CHOCOLATE CHUNK SHORTBREAD	YES	NO	YES	N	C	C	C	YES	C	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	2178	521	29.8	18.9	55.9	25.8	6.4	0.2	67	1459	349	20.0	13.0	37.0	17.0	4.3	0.1
MILKMADE'S SHORTBREAD	YES	NO	YES	N	C	C	YES	C	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	2147	515	31.1	17.5	52.8	30.5	5.2	0.5	77	1653	396	24.0	13.0	41.0	23.0	4.0	0.4
RASPBERRY AND ALMOND BAKE	YES	NO	YES	N	N	N	N	YES	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	2038	490	32.8	12.1	38.4	25.6	8.5	0.3	95	1936	465	31.0	11.0	36.0	24.0	8.1	0.3	

b. Sample Costa drink nutritional content

Product Description	Dietary Choices		Allergens													Nutrition per 100g/ml										Nutrition per portion																										
	Suitable for Vegetarians	Suitable for Vegans	Cereals Containing Gluten					Allergens								U	kcal	Fat (g)	Saturated (g)	Carbohydrate (g)	Sugar (g)	Protein (g)	Salt (g)	Portion weight (g/ml)	U	kcal	Fat (g)	Saturated (g)	Carbohydrate (g)	Sugar (g)	Protein (g)	Salt (g)																				
			Wheat Products	Egg Products	Maya Products	Oat Products	Soya products	Milk products	Fish Products	Crustacean Products	Mollusc Products	Sesame Products	Mustard Products	Peanut Products	Lupin Products																		Tree Nut Products	Other Nut Source (if present)																		
MOCCHA - MADE WITH WHOLE MILK - SMALL	YES	NO	N	N	N	N	N	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	323	77	3.3	2.1	8.5	6.6	3.1	0.1	277	895	214	9.1	5.8	23.7	18.2	8.7	0.4
MOCCHA - MADE WITH WHOLE MILK - MEDIUM	YES	NO	N	N	N	N	N	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	337	81	3.2	2.1	9.4	6.9	3.2	0.1	332	1119	268	10.8	6.8	31.2	23.0	10.5	0.5
MOCCHA - MADE WITH WHOLE MILK - LARGE	YES	NO	N	N	N	N	N	YES	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	318	76	3.1	1.9	8.8	6.5	3.0	0.1	422	1344	321	12.9	8.2	37.3	27.4	12.8	0.6
MOCCHA - MADE WITH SOYA DRINK - MINI - TAKE AWAY	YES	NO	N	N	N	N	N	YES	N	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	285	68	2.0	0.6	8.5	6.2	3.3	0.1	172	490	116	3.5	1.0	14.7	10.6	5.6	0.2
MOCCHA - MADE WITH SOYA DRINK - SMALL	YES	NO	N	N	N	N	N	YES	N	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	253	60	1.9	0.5	7.3	5.1	3.1	0.1	277	702	166	5.1	1.4	20.1	14.2	8.7	0.3
MOCCHA - MADE WITH SOYA DRINK - MEDIUM	YES	NO	N	N	N	N	N	YES	N	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	271	64	1.9	0.6	8.2	5.6	3.2	0.1	332	899	213	6.2	1.8	27.1	18.5	10.5	0.4
MOCCHA - MADE WITH SOYA DRINK - LARGE	YES	NO	N	N	N	N	N	YES	N	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	256	61	1.8	0.5	7.7	5.2	3.0	0.1	422	1080	256	7.5	2.2	32.4	21.9	12.8	0.5
MOCCHA - MADE WITH COCONUT DRINK - MINI - TAKE AWAY	YES	NO	N	N	N	N	N	YES	N	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	257	61	1.6	0.9	9.0	6.8	1.9	0.1	172	441	105	2.8	1.5	15.4	11.6	3.3	0.2
MOCCHA - MADE WITH COCONUT DRINK - SMALL	YES	NO	N	N	N	N	N	YES	N	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Blended	226	54	1.5	0.8	7.7	5.7	1.8	0.1	277	626	149	4.1	2.2	21.3	15.8	5.1	0.3

It is established that take away and out of home eating, such as McDonald's and Costa drive-thru formats, have potential to contribute to increasing incidence of overweight and obesity in Havant, and increasing health inequity. On this basis it is further recommended that such a planning application is refused.

Overweight and obese adults in Havant

Data from PHE indicate that 71.3% of Havant adults in 2018/19 were overweight or obese7 . This has increased from 58.2% in 2016/17. This maintains the Borough status as 'significantly worse' than the national average of 62.3%. Havant has the fourth highest percentage of overweight/obese adults in the South East region, as shown in Figure 4. Fig 4. Havant position as fourth highest in South East for overweight and obese adults

Percentage of adults (aged 18+) classified as overweight or obese 2018/19

Proportion - %

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Area	Recent Trend	Count	Value	95% Lower CI	95% Upper CI
England	-	-	62.3	62.1	62.6
South East region	-	-	60.9	60.4	61.5
Dartford	-	-	75.1	70.9	79.4
Dover	-	-	71.8	67.6	76.1
Gosport	-	-	71.3	66.8	75.7
Havant	-	-	71.3	67.0	75.6
Rushmoor	-	-	71.0	66.5	75.4
Medway	-	-	69.6	65.1	74.2
Slough	-	-	67.5	62.6	72.2
Folkestone & Hythe	-	-	66.9	62.5	71.4

Overweight and obese children in Havant

Data from PHE also indicates that childhood obesity in Havant is similarly to adults, fourth highest in the south east region, where, in the 2018/19 period, 22.1% of children in Year 6 were either obese or severely obese. This is shown in Figure 5.

Fig 5. Havant position as fourth highest in South East for obese children in Year 6

Year 6: Prevalence of obesity (including severe obesity) New data 2018/19

Proportion - %

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Area	Recent Trend	Count	Value	95% Lower CI	95% Upper CI
England	↑	121,409	20.2	20.1	20.3
South East region	→	15,833	16.8	16.6	17.1
Slough	→	626	26.2	24.4	28.0
Dartford	→	316	23.4	21.2	25.7
Southampton	→	612	23.3	21.7	24.9
Havant	→	281	22.1	19.9	24.4
Swale	↑	358	21.7	19.8	23.8
Medway	→	719	21.6	20.3	23.1
Portsmouth	→	464	21.6	19.9	23.3

Given that the proposed development loses opportunity for and discourages physical activity (by its nature, being a drive-thru facility) and evidence suggests it can contribute to the rising and already high levels of overweight and obesity in Havant, Public Health objects to this application.

Health and Well-Being Planning Practice Guidance (PPG)

Local authorities are obliged to take the new section of the Health and Well-Being Planning Practice Guidance (PPG) into account when deciding on planning applications.

As part of the PPG, authorities are encouraged to use their planning decisions to restrict the growth of new fast-food outlets, including: at locations where children and young people congregate such as schools, community centres and playgrounds, in areas with high levels of obesity, deprivation and general poor health, and in areas with over-concentration and clustering of outlets within a specified area. Town and Country Planning Association guidance⁹ echoes these principles in its recommendations for the planning and design of a new/existing development and further recommends that “Development avoids overconcentration of hotfood takeaways (A5 uses)... and restricts their proximity to schools or other facilities for children”.

On the basis of the PPG this application should be refused because the proposed development is sufficiently close to local schools (with three in proximity), close to community facilities (leisure/sports facility and open grounds), in an area already well served by takeaway and drive-thru businesses and proposed to be located in Havant which has wards in the deciles of greater deprivation.

Through the Hampshire Healthy Weight Strategy (2015-2019) 10 there are work-streams being pursued to work with caterers and food outlets. These include encouraging the reformulation of less healthy products whilst increasing the availability of healthier options, sharing evidence from behavioural insight techniques to make healthier choices easier consumer choices, and promoting healthy food environments, for example through the planning process, having established a Public Health and Planning Position Statement¹¹. The Statement seeks to support Planning Authorities in making informed decisions about shaping their local food environment. It is within this context that these recommendations are made.

Summary recommendation

It is the opinion of Hampshire County Council Public Health that this planning application should be refused. The use proposed conflict with National Planning Practice Guidance on health and well-being and are contrary to the intentions of Planning Policy C8 of the Havant Local Plan 2037, which proposes to limit density of hot food takeaways in the Borough. As such the proposal would undermine these aims, including detracting from opportunities to pursue physical activity, in an area already well served by similar food outlets. The proposals therefore have great potential to negatively impact on the health and well-being of residents in an area of Havant already affected by levels of overweight and obesity which are higher or significantly higher than average rates in Hampshire, the South East and England.

Landscape Team

Further Comments:

Mixed-use development comprising 175 apartments and two drive-through restaurants, together with associated access, parking and landscaping.

The applicant has failed to address a single comment submitted on 4th of January. As such we still require a reply in relation to our original comments:

- The site does not provide any accessible open space which is allocated for recreation and/or play. Fields in trust guidance for a development of 191 dwellings recommends the provision of Local area of play (LAP), locally equipped area of play (LEAP) and a contribution towards a Multiuse games area (MUGA). See link for guidance <http://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-PlayEngland.pdf>

- From a landscape character perspective we do not support the drive through restaurant / coffee outlet. The existing vernacular is predominately residential flats and houses and the introduction of the drive through restaurants and associated infrastructure is deemed to be contrary to planning policy CS16;

Responds to, draws inspiration from and respects local context and:

- a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
- b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to

create variety and interest;

c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;

d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and

e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

We have particular concerns with the 12m high totem and the associated lighting required to illuminate the drive through outlets.

- The proposed building material specification for the residential blocks is not deemed to be in keeping with local character and the proposed grey brick needs to be replaced with red brick. The elevation drawings lack clarity as to which material goes where and a key which can cross reference block and hatches would make it clearer. More details on external materials need to be submitted including product name, colour and manufacturer

- The removal of the boundary mature screening has significantly altered the character of Petersfield Road and as such we require a planting scheme to mitigate the loss of the trees to help retain the local character. The trees should be large UK native legacy species such as Oak, Beech, Hornbeam etc. and to ensure the character is retained boundary tree planting should be a minimum 14-16 Extra Heavy.

- There is insufficient screening to mitigate the impact of the drive through outlets

- Parking needs to be broken up with soft landscaping, as excessive lines of parking and hard landscaping is not deemed appropriate. As a general rule we will want to soft landscaping introduced every 5 cars to avoid unsightly massing of vehicles.

- The site layout does not encourage sustainable transportation and has poor connection with existing infrastructure. A shared footpath should be used to connect onto the off road cycle route on Petersfield road. Furthermore any internal footpaths need to be a minimum width of 2m.

- The proposed disabled parking bays are not DDA compliant as the hatching should be present on the both sides as well as the rear of the bay. See BS 8300:2009 for correct layout.

- 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.

- Details of the lighting strategy need to be provided.

Original Comments:

Mixed-use development comprising 191 apartments and two drive-through restaurants, together with associated access, parking and landscaping.

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

- The site does not provide any accessible open space which is allocated for recreation and/or play. Fields in trust guidance for a development of 191 dwellings recommends the

provision of Local area of play (LAP), locally equipped area of play (LEAP) and a contribution towards a Multiuse games area (MUGA). See link for guidance <http://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf>

- From a landscape character perspective we do not support the drive through restaurant / coffee outlet. The existing vernacular is predominately residential flats and houses and the introduction of the drive through restaurants and associated infrastructure is deemed to be contrary to planning policy CS16;
Responds to, draws inspiration from and respects local context and:

- a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
- b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
- c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
- d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
- e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

We have particular concerns with the 12m high totem and the associated lighting required to illuminate the drive through outlets.

- The proposed building material specification for the residential blocks is not deemed to be in keeping with local character and the proposed grey brick needs to be replaced with red brick. The elevation drawings lack clarity as to which material goes where and a key which can cross reference block and hatches would make it clearer. More details on external materials need to be submitted including product name, colour and manufacturer
- The removal of the boundary mature screening has significantly altered the character of Petersfield Road and as such we require a planting scheme to mitigate the loss of the trees to help retain the local character. The trees should be large UK native legacy species such as Oak, Beech, Hornbeam etc. and to ensure the character is retained boundary tree planting should be a minimum 14-16 Extra Heavy.
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- Parking needs to be broken up with soft landscaping, as excessive lines of parking and hard landscaping is not deemed appropriate. As a general rule we will want to soft landscaping introduced every 5 cars to avoid unsightly massing of vehicles.
- The site layout does not encourage sustainable transportation and has poor connection with existing infrastructure. A shared footpath should be used to connect onto the off road cycle route on Petersfield road. Furthermore any internal footpaths need to be a minimum width of 2m.
- The proposed disabled parking bays are not DDA compliant as the hatching should be present on the both sides as well as the rear of the bay. See BS 8300:2009 for correct layout.
- 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.
- Details of the lighting strategy need to be provided.

Local Lead Flood Authority

Original Comments:

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

- Fortitudo Limited Flood Risk Assessment 195104 July 2020

In order for us to provide a substantive response, the following information is required:

- Please provide existing run-off rates for the 1:1 year, 1:30 year and 1:100-year, proposed rates are based on the 10-year rainfall profile.

We require this further information before we can make a decision on whether to recommend to the Local Planning Authority that planning permission is granted.

SE Hants Clinical Commissioning Group

Original Comments

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. We are especially interested in the types of residential properties being built to help us plan for the future.

The resulting growth in the locality population will inevitably seek registration with a local GP surgery and place additional pressure on existing NHS services; NHS services in primary, community and secondary care settings.

The increased demand would be accommodated by the existing GP surgeries open to new registration requests from people living in the area of the proposed development; however additional workforce and building capacity within the premises will be required.

The CCG considers that the application should be required to make an appropriate financial contribution to the provision of capital and revenue investment that the NHS will make in this regard.

Please see below the NHS investment projection that the CCG will consider should the application be granted by the Council;

The proposed contributions formula for developments under 2000 dwellings is: 191 No. of dwellings x 2.4 divided by average list size (1800) x 16 (size of a consultation room (m²) x £375 (cost of rent and other additional expenses with regard to premises) x 20 (number of years expected on a lease)

This means that South Eastern Hampshire CCG will be looking for a contribution of £30,500 of planning gain for health.

South Eastern Hampshire CCG identifies multiple practices (Staunton Surgery, Homewell.Curlew Practice and Park Lane Medical Centre) could be impacted by this development in our CCG area as all the following practice boundaries cover this area. However, it is likely that Staunton Surgery and Homewell.Curlew Practice will be the preferred practice for new patient registrations due to their close proximity to the development. Therefore we request that funding be made available from developer contributions to enable those practices impacted, to make suitable building adaptations to facilitate this growth.

Southern Water

Further Comments

Thank you for your letter dated 23/02/2021.

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

Please note:

- The 300mm diameter gravity foul sewer requires a clearance of 3 meters on either side of the gravity sewer to protect it from construction works and to allow for future access for maintenance.
- The 750mm diameter gravity surface water sewer requires a clearance of 4 meters on either side of the gravity sewer to protect it from construction works and to allow for future access for maintenance.
- The 350mm diameter gravity surface water sewer requires a clearance of 3 meters on either side of the gravity 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 meters of the external edge of the public gravity sewer without consent from Southern Water.
- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 meters of a 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.

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.

We have restrictions on the proposed tree planting adjacent to Southern Water sewers, rising mains or water mains and any such proposed assets in the vicinity of existing planting. Reference should be made to Southern Water's publication "A Guide to Tree Planting near water Mains and Sewers" southernwater.co.uk/media/1642/ds-tree-planting-guide.pdf and the Sewerage Sector Guidance water.org.uk/sewerage-sector-guidance-approved-documents/ with regards to any landscaping proposals and our restrictions and maintenance of tree planting adjacent to sewers, rising mains and water mains.

In order to protect public apparatus, Southern Water requests that if consent is granted, the following pre commencement condition is attached to the planning permission; The developer must advise the local authority (in consultation with Southern Water) of the landscaping proposals in proximity of public apparatus in order to protect it in accordance with Southern Water's guidance, prior to the commencement of the development.

Our investigations indicate that Southern Water can facilitate foul sewerage to service the proposed development. Southern Water requires a formal application for a connection to the public foul 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

The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SuDS).

Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Sewers for Adoption (Appendix C) and CIRIA guidance available here:

water.org.uk/sewerage-sector-guidance-approved-documents/

ciria.org/Memberships/The_SuDS_Manual_C753_Chapters.aspx

Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme.
- Specify a timetable for implementation.
- Provide a management and maintenance plan for the lifetime of the development.

This should include 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.

Submitted FRA shows Surface water will be discharged from the site to a public surface water sewer. However, it will first be attenuated on site and discharged at a 30% betterment compared to the existing brownfield rates which is satisfactory to Southern Water.

The applicant should be advised that a wastewater grease trap should be provided on the kitchen waste pipe or drain installed and maintained by the owner or operator of the premises.

Land uses such as general hard standing 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 planning application receive planning approval, the following informative is attached to the consent: Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Website: southernwater.co.uk by email at: SouthernWaterPlanning@southernwater.co.uk

Original Comments

Thank you for your letter dated 01/10/2020.

Please find attached a plan of the sewer records showing the approximate position of a public foul and surface water sewer crossing the site and access in the site. The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised.

Please note:

- The 300mm diameter gravity foul sewer requires a clearance of 3 meters on either side of the gravity sewer to protect it from construction works and to allow for future access for maintenance.
- The 750mm diameter gravity surface water sewer requires a clearance of 4 meters on either side of the gravity sewer to protect it from construction works and to allow for future access for maintenance.
- The 350mm diameter gravity surface water sewer requires a clearance of 3 meters on either side of the gravity 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 meters of the external edge of the public gravity sewer without consent from Southern Water.
- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 meters of a public sewers.
- All existing infrastructure should be protected during the course of construction works.

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.

We have restrictions on the proposed tree planting adjacent to Southern Water sewers, rising mains or water mains and any such proposed assets in the vicinity of existing planting. Reference should be made to Southern Water's publication "A Guide to Tree Planting near water Mains and Sewers" southernwater.co.uk/media/1642/ds-tree-planting-guide.pdf and the Sewerage Sector Guidance water.org.uk/sewerage-sector-guidance-approved-documents/ with regards to any landscaping proposals and our restrictions and maintenance of tree planting adjacent to sewers, rising mains and water mains.

'In order to protect public apparatus, Southern Water requests that if consent is granted, the following pre commencement condition is attached to the planning permission; The

developer must advise the local authority (in consultation with Southern Water) of the landscaping proposals in proximity of public apparatus in order to protect it in accordance with Southern Water's guidance, prior to the commencement of the development.

Our investigations indicate that Southern Water can facilitate foul sewerage to service the proposed development. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

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

The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SuDS).

Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Sewers for Adoption (Appendix C) and CIRIA guidance available here:

water.org.uk/sewerage-sector-guidance-approved-documents/

ciria.org/Memberships/The_SuDS_Manual_C753_Chapters.aspx

Where SUDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme. - Specify a timetable for implementation.
- Provide a management and maintenance plan for the lifetime of the development.

This should include 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.

Submitted FRA shows Surface water will be discharged from the site to a public surface water sewer. However, it will first be attenuated on site and discharged at a 30% betterment compared to the existing brownfield rates which is satisfactory to Southern Water.

Submitted drainage layouts(195104_PDL_01) shows surface water from permeable paving being connected into public sewer which is not acceptable to Southern Water. No land drainage or groundwater is permitted to communicate to the public sewer network.

Land uses such as general hard standing 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 planning application receive planning approval, the following informative is attached to the consent: Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been

submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site.

The applicant should be advised that a wastewater grease trap should be provided on the kitchen waste pipe or drain installed and maintained by the owner or operator of the premises.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Website: southernwater.co.uk by email at: SouthernWaterPlanning@southernwater.co.uk

Traffic Management

Further Comments:

The traffic team would raise concerns that there appears to be no allowance for additional parking bays for visitors to this development.

Original Comments:

The traffic team would raise concerns that there appears to be no allowance for additional parking bays for visitors to the 191 apartment development.

Also concerns regarding the below standard amount of space for the proposed Costa site.