

## **EAST HAMPSHIRE DISTRICT COUNCIL**

At a meeting of the Planning Committee held on 26 August 2021

Present

Councillor: S Pond (Chairman)

Councillors: A Williams (Vice-Chairman), D Ashcroft, D Evans, S Hunt, M Johnson, C Louisson, S Schillemore, I Thomas, E Woodard and G Hill (Reserve)

### **29. Apologies for Absence**

Apologies were received from Councillors A Glass, P Langley and J Matthews.

### **30. Confirmation of Minutes**

Minutes of the Extraordinary meeting held on 9 June 2021 and the meeting held on 5 August 2021 were agreed and both signed as a correct record.

### **31. Chairman's Announcements**

The Chairman welcomed all those present to the Planning Committee. In addition to the Councillors who sit on the committee, she also welcomed the officers and members of public who were in attendance.

### **32. Declarations of Interest**

A declaration of interest was declared by Cllr A Williams, as he owned the site, the subject of application 27580/007 (Minute 39).

### **33. Acceptance of Supplementary Matters**

Councillors noted the supplementary papers which included information received since the agenda had been published. These were reported verbally at the meeting and are attached as Annex A to these minutes.

### **34. Future Items**

Members agreed that no visits were required.

**35. Report of the Director of Regeneration and Place**

The reports of the Director of Regeneration and Place were considered, and it was RESOLVED that:

<b>Application No., Site and Description</b>	<b>Resolution:</b>
<p><b>57035/FUL</b></p> <p>Land at Montecchio Way and, Mill Lane, Alton</p> <p>Development of a 4,327 sqm retail unit with associated, car parking, landscaping and infrastructure (as amended by plans and additional information received on 27/01/2020, 03/02/2020, 21/02/2020, 31/03/2020, 03/04/2020, 28/04/2020, 21/07/2020, 12/08/2020, 09/12/2020, 10/12/2020, 28/01/2021 and 09/02/2021).</p>	<p>Permission subject to the proviso and conditions as set out in Appendix A</p>
<p><b>27580/007/TPO</b></p> <p>Little Benifold, Headley Hill Road, Headley, Bordon, GU35 8DU</p> <p>T8 - Western Red Cedar - Fell.            T9 - Sweet Chestnut - Reduce crown, leaving a crown height of approx 13m and crown spread radius of 4 metres.            T10 - Sweet Chestnut - Remove deadwood and badly attached branches to give 5 metres clearance over the highway and 2 metres clearance from adjacent power and telephone cables.            T11 - Sweet Chestnut - Remove deadwood and badly attached branches to give 5 metres clearance over the highway and 2 metres clearance from adjacent power and telephone cables.            T12 - Sweet Chestnut - Remove deadwood and badly attached branches to give 5 metres clearance over the highway and 2 metres clearance from</p>	<p>Consent subject to the conditions as set out in Appendix A</p>

adjacent power and telephone cables. T13 - Silver Birch - Fell.	
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**36. PART 1 - East Hampshire District Council - Applications and related planning matters to be determined or considered by the Council as the local planning authority**

**37. SECTION 1 - APPLICATIONS REPORTED IN DETAIL**

**38. 57035 - Land at Montecchio Way and Mill Lane, Alton**

Outline of Application – Development of a 4,327 square metre retail building with associated car parking, landscaping and infrastructure which would be located at the north-eastern end of Alton, at the junction of Montecchio Way and Mill Lane. Montecchio Way links directly to the A31 Alton bypass and, to the rear (north-west), the Alton-Waterloo railway line with the opposite side of Mill Lane to the east. The site proposal would be located 1.3 kilometres from Alton town centre.

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

The Committee considered an officer's presentation and a written report, which recommended that permission be granted.

The Committee received supplementary information, circulated prior to the meeting which updated the Committee on the parking requirements for the proposal and set out amendments to the recommendation.

A letter received from Holybourne Village Association, which requested that a footpath to Holybourne should be considered in the interests of pedestrian safety, was read to the Committee. The Officers advised this matter was addressed in the report and it was shown that it was not a viable option. The Committee was addressed by the following deputies:

- (1) Cllr Paul Crossley, on behalf of Alton Town Council, raised the following concerns:
- A new pedestrian and cycle access, at the northern side towards Holybourne should be implemented.
  - The preferred location of the pedestrian crossing would be near the local school.
  - The lack of sufficient parking in the area would worsen, with the risk of additional visitors parking along Mill Lane.
  - In respect of the national requirement for climate change, the application for the development contained a lack of renewable energy.

- (2) Mr Simon Hawley, the applicant's agent, supported the application on the following grounds:
- The Brownfield site had been previously purchased and planning permission had already been granted for retail use, although the land had been subsequently sold to the current applicant.
  - The applicant had worked closely with planning officers over recent years. They wished to help promote and create increased employment in this area.
  - The concerns expressed by Alton Town Council had been noted and mostly addressed, as detailed within the Committee Report.
  - The matter of the proposed parking provision was deemed to be acceptable in relation to the Council's SPD.
  - There were many other significant benefits associated with this scheme, which included the use of 10% of the development's power being used through renewable energy. Available funding of Community Infrastructure Levy (CiL), would be available in excess of half a million pounds, which could be used for any infrastructure improvements to benefit the local community. Additionally, the S106 contribution could be used towards funding any highways improvements, such as the existing cycle and footpath.
- (3) Cllr Burns, the local ward councillor, advised that development of this site was welcomed. However, she expressed concerns set out in the Appendix 1 attached to these minutes.

In response to points raised during the representations, the Officers advised that:

- (i) parking provision met the Council's parking standards requirements, was comparable to developments nearby and that no objections had been raised by the Local Highway Authority or the Council's Traffic Management Team.
- (ii) The proposal adhered to the policy requirement of Climate Emergency by providing 10% of the energy through low carbon and renewable technologies; and
- (iii) the build and materials fitted the proposals function and purpose of the proposal and the development complied with Policy CP29 of the Local Plan.

In response to the questions raised from Committee, the Planning Officers advised that:

- An error had been made originally in the calculation of car parking spaces of the proposed parking provision, but the correct numbers were now updated in the supplementary matters.

- The proposed pedestrian crossing point from Montecchio Way to Holybourne would include an island in the middle, although the proposal of the footpath would not be sufficiently wide enough to allow for a dual pedestrian cycle route.
- Development funding of £46,073 would be available for any future highways improvements to improve visibility.
- Increased facilities near the development should encourage people to walk instead of relying on alternative transport. It may also establish sustainable patterns of encouraging people to stay in the Alton area for their shopping requirements.
- The main reason for Lichfields independent market expert advice was to assess the impact on Alton by making relevant comparisons.
- The Local Highway Authority would make decisions as to whether the proposed footpath should contain railings, which would be based on design and safety.
- Although 4 bays had only been proposed for the provision of electric charging points within the car parking area, there was no planning requirement for the developer to provide a specific quantity.
- Access to both sites would be viable for pedestrians by using the existing footpath network, which would be widened. Pedestrians would then be able to walk along the new proposed footpath located only a few metres away.
- The developer would not be funding a public bus service to the site.
- To provide additional safety for pedestrians, two sets of traffic lights would be located along Montecchio Way towards Holybourne.

During the debate, the legal advisor advised that any planning matter relating to Climate Emergency could only be viewed as a material consideration.

In response to points raised in relation to the fact that the two pedestrian footpaths would not link up or may not be widened, the Principal Planning Officer stated that the design was limited, as reiterated in the report.

Whilst some members expressed concerns with elements of the proposal, particularly in relation to the car parking spaces and specific highways improvements, overall, the committee felt that the proposed development would bring significant benefit to the town of Alton. It was also noted that the public had not raised any significant objections and that the amended conditions had generally addressed previous concerns.

The Chairman provided the Ward Councillor with an opportunity to speak for a further one minute in order to clarify any factual inaccuracies.

Cllr Burns stated that there was a public consensus that they wished for the site to be developed. She felt that any concerns relating specifically to the highways issues could be rectified with the Local Highway Authority. She concluded by thanking committee for a robust debate.

The Chairman then provided the Town Councillor with an opportunity to speak for a further one minute.

Town Cllr Crossley pointed out that there was no island currently located within the existing pedestrian crossing. He also stated that any improvement to the proposed pedestrian footpath would be welcomed.

The Chairman also provided the Agent with an opportunity to speak for a further one minute.

The agent pointed out that the Applicant had worked hard around Scheme Viability and therefore any additional financial burden which would outlay further financial costs, beyond what had already been proposed in respect of the Section 106 agreement would not be viable. The Applicant was satisfied at this stage as the Local Highways Authority had signed off the agreement.

The Principal Planning Officer responded by confirming that the pedestrian crossing did not currently possess a traffic island, but it was within the proposed plans to implement. He concluded by asking Committee to carefully consider the merits of the proposed development.

It was **RESOLVED** that

- (A) application 57035 be granted permission subject to:
  - (1) the applicant entering into a Planning Obligation by no later than 30 November 2021 to secure the provisions of the requirements set out in the submitted report, and this Obligation is completed; and
  - (2) conditions set out in the submitted report as amended in the submitted supplementary matters.
- (B) In the event that all parties do not enter into a Planning Obligation to secure the above matters by the above date, then the application be refused under the adopted scheme of delegation unless the Director of Regeneration and Place, in consultation with the Portfolio Holder for Planning, authorises further time extension(s) for the completion of this Obligation.

Following the vote, the recommendation was declared **CARRIED**, 10 Councillors voting **FOR** permission, no Councillors voting **AGAINST** permission and 1 Councillor **ABSTAINING** from voting.

**(The meeting adjourned at 8.14pm and resumed at 8.20 pm)**

**39. 27580/007 - Little Benifold, Headley Hill Road, Headley, Bordon**

**Cllr Williams left the room prior to the item. He had previously declared a personal and pecuniary interest, as he owned the land.**

The application sought consent to fell the Birch in order to allow an adjacent Yew tree to develop, to fell the Western Red Cedar because decay at the base made it a potential hazard to the adjacent property and to prune the remaining Sweet Chestnuts in order to maintain them in a safe condition and give adequate clearance over the adjacent highway.

The Committee considered an officer's presentation and a written report, which recommended that permission be granted.

The Committee received supplementary information, circulated prior to the meeting which clarified information in respect of tree T8 (Western Red Cedar). He also confirmed that the application had been dealt with in accordance with the Council's Constitution and procedures.

In respect of the proposal to fell two trees, concern was expressed that there was no plan to plant additional trees, with regards to Climate Emergency. The Officers confirmed that the arboricultural officer had not made any recommendations to replace any additional trees due to the numerous existing trees already located at the site and that the removal would allow for better development of the other adjacent trees.

Members explored the idea of imposing a condition to allow for additional trees to be planted in alternative locations, but upon legal advice it was decided this was not appropriate, as the amenity would not be adversely affected.

It was **RESOLVED** that application 27580/007 be granted consent subject to the conditions set out in the submitted report.

Following the vote, the recommendation was declared **CARRIED**, 10 Councillors voting **FOR** permission, no Councillors voting **AGAINST** permission and no Councillor **ABSTAINING** from voting.

**The meeting commenced at 6.00 pm and concluded at 8.33 pm**

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**Chairman**

26 August 2021  
Planning Committee

Supplementary Matters to be considered as part of Planning Officer's Report on Planning Applications.

**S1 Item 01**

**Land at Montecchio Way and, Mill Lane, Alton**

**57035/FUL**

## **CORRECTIONS**

### Parking Requirements

The parking requirements section, as set out on page 31 and 32 of the agenda, has been updated following a correction to the parking requirements. The correct figures are as set out in the table below.

The Council's SPD: Vehicle Parking Standards sets out parking standards for non-householder development, which sets out the following parking requirements for non-food retail and general retail:

- Car parking (minimum) - 1 space per 20 square metres of covered areas (A1 shops - non food retail and general retail)
- Car parking (minimum) - 1 space per 14 square metres of covered areas (A1 shops - food retail)
- Car parking (minimum) - 1 space per 5 square metres of dining/bar/dance area
- Cycle parking (minimum) - 1 space per 6 staff or 1 space per 300 square metres, whichever is greater
- Motorcycles - one space for every 25 car parking spaces
- Disabled parking = 5% of the total parking provision
- Parent and child car parking = 5% of the total parking provision

The proposed development has a gross floor area of 4,367 square metres of covered areas. The parking requirements in accordance with the Council's SPD: Parking Standards and those outlined by the proposed development are set out in the table below.

On-site parking provisions	Proposed parking	SPD parking requirements	Difference (+/-)
On site customer car parking	155	262	-107
Parent and toddler	11	11	0
Disabled	12	11	+1
On site staff parking	3	N/A*	-
On site cycle parking	47	15	+32
On site motorcycle parking	8	9	-1
Car charging bays	4	0	+4
<b>Total on site car parking spaces</b>	<b>181</b>	<b>284</b>	<b>-103</b>

\*The total parking provision required by the Council's SPD includes staff parking provision.

### AMENDMENTS RECEIVED

N/A

### FURTHER CONSULTEE COMMENTS

N/A

### FURTHER REPRESENTATIONS

N/A

### CHANGES TO RECOMMENDATION

Officer recommendation remains one of approval, with the following changes to conditions:

Condition 17 (remediation) removed.

The applicant has provided supporting ground investigation details as part of the application. The Council's Environmental Health Team (contamination) have agreed the condition is not necessary, but the condition (condition 18 - as set out within the agenda) requiring remediation works, a verification report and a completion certificate is to remain.

In addition, three conditions recommended by the Local Lead Flood Authority (Hampshire County Council) are not included within the agenda. The three additional conditions are as follows:

1. The drainage system shall be constructed in accordance with approved documentation. Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage

calculations.

Reason - In the interests of ensuring adequate provision for surface water drainage.

2. The condition of the existing Surface Water Drain, which will take surface water from the development site, should be investigated before any connection is made. If necessary, improvement to its condition as reparation, remediation, restitution and replacement should be undertaken. This should include agreement from the asset owner for the both the principle of connection(s) and discharge rate(s). Evidence of this, including photographs should be submitted to the Local Planning Authority.

Reason - In the interests of ensuring adequate provision for surface water drainage.

3. Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include;
  - a. Maintenance schedules for each drainage feature type and ownership
  - b. Details of protection measures.

Reason - In the interests of ensuring adequate provision for surface water drainage.

**S1 Item 02**

**Little Benifold, Headley Hill Road, Headley,  
Bordon, GU35 8DU**

**27580/007/TPO**

## **CORRECTIONS**

For clarification, the final two sentences of the third paragraph relate to tree T8 (Western Red Cedar). Therefore, in full, this paragraph should read as follows:

*The removal of the Silver Birch (T13) would also have no impact on the local landscape when viewed from public vantage points. It would, however, allow the better development of the adjacent Yew tree. The Arboricultural Officer confirms that one of the main root flares on the south-western side of the main stem of the Western Red Cedar (T8) has died and there is evidence of significant decay around the base in that section of the main stem, as set out in the submitted Tree Condition Assessment. The tree is, therefore, considered to be a potential hazard to the neighbouring properties and its removal is accepted.*

## **FURTHER CONSULTEE COMMENTS**

The Monitoring Officer has confirmed that the application has been dealt with in accordance with the Council's Constitution and procedures, by it being referred to

the Planning Committee for determination.

**CHANGES TO RECOMMENDATION**

There is no change to the Officer recommendation for this application.

# Minute Item 36.



## Part 1

### EAST HAMPSHIRE DISTRICT COUNCIL

#### **MINUTES OF PLANNING COMMITTEE**

#### **Applications determined by the Council as the Local Planning Authority**

#### **APPENDIX A**

26 August 2021

<b>PROPOSAL</b>	<b>Development of a 4,327 sqm retail unit with associated, car parking, landscaping and infrastructure (as amended by plans and additional information received on 27/01/2020, 03/02/2020, 21/02/2020, 31/03/2020, 03/04/2020, 28/04/2020, 21/07/2020, 12/08/2020, 09/12/2020, 10/12/2020, 28/01/2021 and 09/02/2021).</b>
<b>LOCATION:</b>	Land at Montecchio Way and, Mill Lane, Alton
<b>REFERENCE NO:</b>	57035/FUL/MH

Subject to the applicant entering into a Planning Obligation to secure the provisions of the following requirements, and this Obligation is completed no later than 30 November 2021, then the Director of Regeneration and Place be authorised to grant **PERMISSION** subject to the planning conditions listed below:

- Site access works, shown indicatively on drawing 20276-08 Rev G, to be delivered prior to occupation of the site;
- Improvements to the existing footway on Mill Lane, shown indicatively on drawing 20276-09, to be delivered prior to occupation of the site;
- Provision of a 2-metre footway from the site access to London Road, as shown indicatively on drawing 20276-06 Rev C, to be delivered prior to occupation of the site;
- Signalisation and improvements to the Mill Lane / Montecchio Way junction, as shown indicatively on drawing 20276-07 Rev D, to be delivered prior to occupation of the site / development;
- £46,073 towards the feasibility and implementation of capacity improvements at the Mill Lane/Papermill Lane/Wilsom Road/Ashdell Road junction, to be paid prior to the occupation of the development site;
- £6,000 towards the delivery of parking restrictions on Mill Lane to ensure no overspill parking occurs onto the local highway network, to be paid prior to the occupation of the development site;
- Framework Travel Plan, including associated bond, approval and monitoring fees; and

However, in the event that all parties do not enter into a Planning Obligation to secure the above matters by the above date, then the application will be refused under the adopted scheme of delegation unless the Director of Regeneration and Place, in consultation with the Portfolio Holder for Planning, authorises further time extension(s) for the completion of this Obligation.

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this planning permission.  
Reason - To comply with Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby permitted shall be constructed in accordance with the materials specified within the approved details, unless details of other suitable materials are otherwise agreed in writing by the Local Planning Authority.  
Reason - To ensure that a harmonious visual relationship is achieved between the new and the existing developments.
- 3 The development hereby permitted shall not be brought into use until the area(s) shown on the approved plan for the parking of vehicles have been made available, surfaced and marked out. The parking area(s) shall then be permanently retained and reserved for that purpose at all times.  
Reason - To make provision for off street parking for the purpose of highway safety.
- 4 Development shall proceed in accordance with the details set out in the Construction Traffic Management Plan and Delivery Vehicle Routing Plan (reference 8437/SK/NG/001 Rev A), unless otherwise agreed in writing by the Local Planning Authority.  
Reason – In the interests of highway safety.
- 5 Prior to the occupation / use of the development and each individual unit of the development, hereby approved, written details shall be submitted to and approved in writing by the Local Planning Authority to demonstrate / confirm each unit has constructed and fitted out in accordance with the agreed energy saving measures, as set out within the approved Sustainability Statement (Engineering Services Consultancy, dated 30 April 2019).  
Reason - To ensure that the development incorporates necessary mitigation and adaptation measures with regard to climate change.  
It is considered necessary for this to be a pre-commencement condition as these details relate to the construction of the development and thus go to the heart of the planning permission.
- 6 The proposed hard surface/s shall either be made of porous materials or provision shall be made to direct run-off water from the hard surface/s to a permeable or porous surface within the site.  
Reason - To ensure adequate provision for surface water drainage and avoid discharge of water onto the public highway.
- 7 Development shall proceed in accordance with the measures detailed in the letter by Dunelm Ecology Ltd (September 2019).  
Reason - To ensure the protection of dormice in accordance with the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended).

- 8 Development shall proceed in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Preliminary Ecological Appraisal (Harris Lamb, May 2019), the Hazel Dormouse letter report (Dunelm Ecology Ltd, September 2019), the landscape drawing 726-LA-P-01 (Bradford Smith, November 2018) and the Proposed biodiversity enhancements plan (Harris Lamb, June 2020), unless otherwise agreed in writing by the Local Planning Authority. All ecological mitigation, compensation and enhancement measures shall be implemented as per ecologist instructions and retained in perpetuity in a condition suited to their intended function.  
Reason - To protect biodiversity in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and with Policy CP21 of the East Hampshire District Local Plan: Joint Core Strategy.
- 9 None of the approved Class E (a) retail floorspace and Class E (b) café and restaurant (Units 1, 2 (2a and 2b), 3 and 4) shall be occupied by any operator who at the date of such occupation, or within a period of 12 months immediately prior to occupation, occupies floorspace in Alton town centre; unless a scheme which commits the operator to retaining their presence within this centre, for a minimum period of 5 years following the date of their occupation of floorspace within the development, or until such time as they cease to occupy floorspace within the development, whichever is sooner, has been submitted to and approved in writing by the local planning authority.  
Reason - In the interests of economic vitality and viability of Alton Town Centre.
- 10 Units 2a/2b, as shown on approved drawing number 1804 PL\_003 Rev. P8, shall only be used for the sale of DIY products (including materials and accessories), home improvement products, carpets and floor coverings, fabric, furniture, soft and hard furnishings, floor coverings, household goods, homewares, decorative products, glassware, cookware, kitchen utensils, white and electrical goods, automotive and cycle parts, pet food, garden tools, arts and crafts materials, tents, camping and caravanning, leisure and outdoor activity equipment, toys and games, ancillary items such as clothing and footwear, or related accessories for all of the aforementioned.  
Reason - In the interests of economic vitality and viability of Alton Town Centre.
- 11 The development hereby approved shall not exceed the following gross internal floor areas, without written permission from the Local Planning Authority.  
Units 1, 2, and 3 (retail) Class E shall not exceed 4,160 square metres, including any mezzanine floors; and  
Unit 4 (Café, restaurant / take away) Class E / Sui Generis should not exceed 167 square metres.  
Reason - In accordance with the terms of the application and in the interests of the economic viability and vitality of Alton Town Centre.
- 12 There shall be no subdivision of the commercial units 1 and 3, hereby approved (as shown on approved drawing number 1804 PL\_04 Rev 5), without written permission from the Local Planning Authority.  
Reason - In the interests of economic vitality and viability of Alton Town Centre.

- 13 Notwithstanding the changes of use permitted within Part 3 of Schedule 2 Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that Order) units 1, 2 (2a / 2b) and 3 of the development hereby permitted shall be used for retail / shop, within Class E of the Town and Country (Use Classes) Order 1987 (as amended) (or any order revoking, re-enacting or modifying that Order), and for no other purpose.  
Reason - In order to maintain control over future use of the premises in the interests of the general amenity of the area and/or highway safety.
- 14 Notwithstanding the changes of use permitted within Part 3 of Schedule 2 Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that Order) unit 4 of the development hereby permitted shall be used as a café or restaurant (Class E) or food takeaway (Sui generis) of the Town and Country (Use Classes) Order 1987 (as amended) (or any order revoking, re-enacting or modifying that Order), and for no other purpose.  
Reason - In order to maintain control over future use of the premises in the interests of the general amenity of the area and/or highway safety.
- 15 Notwithstanding any indication shown on the approved plans and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) no materials shall be stacked, stored or deposited in the open on the site at anytime.  
Reason - To ensure that the visual appearance of the area is not adversely affected.
- 16 All hard and soft landscape works shall be carried out in accordance with the approved details (Drawing numbers 726-LA-P-01 Rev. H and 726-LA-P-02 Rev. H) and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. These works shall be carried out in the first planting season after practical completion or first occupation of the development, whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless a suitable alternative species are otherwise agreed in writing by the Local Planning Authority.  
Reason - To ensure the provision and establishment of a reasonable standard of landscape in accordance with the approved designs.
- 17 Before any part of the development is first occupied or brought into use (unless otherwise first agreed in writing by the Local Planning Authority) a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full shall both have been submitted to and approved in writing by the Local Planning Authority.

The verification report and completion certificate shall be submitted in accordance with the approved scheme and undertaken by a competent person in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 18 The drainage system shall be constructed in accordance with approved documentation. Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

Reason - In the interests of ensuring adequate provision for surface water drainage.

- 19 The condition of the existing Surface Water Drain, which will take surface water from the development site, should be investigated before any connection is made. If necessary, improvement to its condition as reparation, remediation, restitution and replacement should be undertaken. This should include agreement from the asset owner for the both the principle of connection(s) and discharge rate(s). Evidence of this, including photographs should be submitted to the Local Planning Authority.

Reason - In the interests of ensuring adequate provision for surface water drainage.

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

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

Reason - In the interests of ensuring adequate provision for surface water drainage.

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

<b>Report</b>	<b>Author</b>	<b>Reference</b>	<b>Rev / date</b>
Application Form	-	-	10/05/2019
CIL Form – Additional Information	-	-	09/08/2019
CIL Form – Assumption of Liability	-	-	07/06/2019
Design & Access Statement	LDA	1804 / P3	01/05/2019
Supporting Planning Statement	Harris Lamb Property Consultancy	P1486	01/05/2019

Noise Impact Assessment	Hepworth Acoustics	P18-610-R01v4	May 2019
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Tree Survey and Arboricultural Impact Assessment	Westside Forestry Ltd	-	May 2019
Flood Risk Assessment and Drainage Strategy	RGP Design	HARG/18/D153 3/FRA2.1	26/04/2019
Transport Assessment	DTA	SKP/JLA/AK 20276-02c	30/04/2019
Framework Travel Plan	DTA	SKP/JA/AK/202 76-03	09/05/2019
Preliminary Ecological Appraisal	Harris Lamb Property Consultancy	PE0033	01/05/2019
Sustainability Statement	Engineering Services Consultancy Ltd	ESS0165 P4	30/04/2019
Retail Impact Assessment	Hargreaves Properties Ltd	-	May 2019
Updated Retail Impact Assessment	Hargreaves Properties Ltd	MWA	13/07/2021
Addendum to Updated Retail Impact Assessment	Hargreaves Properties Ltd	MWA	11/08/2021
Main Town Centre Use Sequential Test Report	Harris Lamb Property Consultancy	P1486	24/04/2019
Landscape Maintenance and Management Plan	Bradford Smith Landscape Architect	726: Report	Rev. D November 2018
Verification Monitoring Report	SUBADRA	In17516 CL 002	September 2018
Pilling Risk Assessment Report, Appendix A, B, C, D and E	Waller Gray Consulting	WG1051	22/10/2018
Mill Lane Retail Park, Alton – Method of construction on Network Rail boundary	Intramodality Transport Strategy & Delivery	IMT J0225	07/01/2018
Consultant Response to Drainage Comments	RGP Design	-	31/07/2019 – Rev
Addendum to Retail Impact Statement	Hargreaves Properties Ltd	-	September 2019
Retail Impact Statement – Response to Retail Critique by Lichfields (October 2019)	Hargreaves Properties Ltd	P1486	December 2019

Response to HCC Comments	DTA	SKP/JLA/2027 6-05a	28/08/2019
Response to EHDC on Site Parking Provision	DTA	SKP/20276-06	24/09/2019
Third Response to HCC	DTA	SKP/JLA/2027 6-08a	09/12/2019
Technical Note (Highways)	DTA	SKP/JLA/2027 6-10d	03/04/2020
Technical Note – Parking Provision	DTA	SKP/20276-09	14/02/2020
BREEAM Cost Assessment	RLF	BN27730	06/11/2020
Additional information - BREEAM	-	-	Received 10/11/2020
Additional information – Ecology, Hazel Dormice	Dunelm Ecology Consultant Ecologists	7530921	06/09/2019
Additional information – Ecology, Hazel Dormice	Harris Lamb Property Consultancy	PE0033/HS	09/02/2021
Construction Management Plan & Delivery Vehicle Routing Plan	-	8437/SK/NG/0 01	A Received 10/12/2020

Plan	Author	Reference/ drawing no.	Rev
Site Location Plan	LDA	PL_001	P4
Existing Site Survey & Levels	LDA	PL_002	P4
Site Plan	LDA	PL_003	P8
Ground & First Floor Plans	LDA	PL_004	P5

Roof Plan & Materials	LDA	PL_005	P5
Elevations	LDA	PL_006	P5
Sections A-A, B-B, C-C, D-D	LDA	PL_007	P5
Sections E-E, F-F, G-G, H-H, I-I	LDA	PL_008	P4
Elevational Materials	LDA	PL_009	P6
External Materials & Street Furniture	LDA	PL_010	P6
Proposed Pedestrian Footway Scheme	DTA	20276-06	C
Proposed Footway /	DTA	20276-09	C

Cycleway Widening Scheme			
Proposed Signal Control Montecchio Way – Mill Lane	DTA	20276-07	D
Site Access	DTA	20276-08	G
Site Layout Tracking Plan	DTA	20276-10	-
3D Views Sheet 1	LDA	PL_012	P4
3D Views Sheet 2	LDA	PL_013	P4
Site Plan Lighting Layout	IWA	1827/E100	2
Proposed Biodiversity Enhancements	Harris Lamb Property Consultancy	PE0033-01B	-
Detailed Planting Proposals Plan & Schedule – Sheet 1 of 2	Bradford – Smith	726-LA-P-01	H
Detailed Planting Proposals Plan & Schedule – Sheet 2 of 2	Bradford – Smith	726-LA-P-02	H

Reason - To ensure provision of a satisfactory development.

**Informative Notes to Applicant:**

- 1 In accordance with paragraphs 38 and 39 of the NPPF East Hampshire District Council (EHDC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:  
offering a pre-application advice service,  
updating applicant/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this instance, pre-application advice was provided and the applicant has been updated of issues during the course of the application and offered potential solutions. Additional information, documents and amended plans have been received following the initial receipt of the application, which have addressed the issues raised. No further changes were necessary.

- 2 The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended)

In accordance with CIL Regulation 65, East Hampshire District Council will issue a Liability Notice in respect of the chargeable development referred to in this planning permission as soon as practicable after the day on which planning permission first permits development. Further details on the Council's CIL process can be found on the East Hampshire District Council website: <http://www.easthants.gov.uk/sites/default/files/documents/Planning%20Contributions%20and%20CIL%20Supplementary%20Planning%20Document%20-%20April%202016.pdf>

- 3 Please note that this permission is subject to a Planning Obligation made under Section 106 of the Town and Country Planning Act 1990

- 4 All development shall be stopped immediately in the event that contamination not previously identified is found to be present on the development site and details of the contamination shall be reported immediately in writing to Environmental Health. An investigation and risk assessment should then be undertaken by competent persons and in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings, to include a remediation statement, should then be forwarded to the Local Planning Authority for appraisal. Following completion of remedial measures a verification report should be prepared that demonstrates the effectiveness of the remediation carried out. It is recommended that no part of the development be occupied until all remedial and validation works are complete and a Completion Certificate has been issued. This would ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

- 5 You are advised that adequate control precautions must be taken in order to control dust on the site during demolition and construction, so as to prevent a nuisance to local residents and a decrease in local air quality. Any mobile concrete crushers used on site must be authorised under the Environmental Protection Act 1990 by the relevant Local Authority and must use water sprays (where water is available). Generally, there should be the use of dust screens and wetting of site areas to inhibit dust.

- 6 In accordance with the Council's Codes of Practice to Reduce the Likelihood of Nuisances Arising from Construction Sites, the applicant is made aware that the hours of construction and demolition should be limited to 08.00 - 18.00 Mondays to Fridays, 08.00 - 13.00 on Saturdays, and no working on Sundays or Bank Holidays. These hours shall also apply to site traffic and deliveries.

**PROPOSAL****T8 - Western Red Cedar - Fell.****T9 - Sweet Chestnut - Reduce crown, leaving a crown height of approx 13m and crown spread radius of 4 metres.****T10 - Sweet Chestnut - Remove deadwood and badly attached branches to give 5 metres clearance over the highway and 2 metres clearance from adjacent power and telephone cables.****T11 - Sweet Chestnut - Remove deadwood and badly attached branches to give 5 metres clearance over the highway and 2 metres clearance from adjacent power and telephone cables.****T12 - Sweet Chestnut - Remove deadwood and badly attached branches to give 5 metres clearance over the highway and 2 metres clearance from adjacent power and telephone cables.****T13 - Silver Birch - Fell.****LOCATION:**

Little Benifold, Headley Hill Road, Headley, Bordon, GU35 8DU

**REFERENCE NO:**

27580/007/TPO/SG

- 1 The contractor (or other person) carrying out the work shall contact the Arboricultural Officer at least 10 days prior to starting work and meet him/her on site if so required.  
Reason - To ensure that the contractor or person carrying out the work clearly understands the consent.
- 2 All works shall be carried out in accordance with BS.3998 (2010).  
Reason - To ensure work of sufficiently high standard is carried out on protected trees and to ensure their health and amenity value is not compromised.
- 3 The use of climbing irons (spikes) to enter or move around the tree canopy on trees that are to remain is strictly prohibited.  
Reason - To ensure the health of the tree(s) is/are not affected detrimentally.

Many people in Alton will be pleased to finally see, if approved, the development of this long-term derelict site, which has become something of an eyesore locally. The site really is a gateway to Alton as the first building that people see as they enter the town settlement boundary. On that note it is vital that we ask the question 'is this development the very best that it can be for Alton and its residents?'

Overall, it is clear from the officers' comprehensive report that many issues have been addressed and solutions sought, but as District Councillor for the ward in which this site sits it would be remiss of me not to point out some of the key issues that remain a concern to both myself and my residents.

My main concerns focus around accessibility of the site. Linked to this and the fact that it is anticipated the majority of site users will be in a car, the wholly inadequate number of parking spaces is a huge concern. There is, as I am sure you are aware, a considerable shortfall of a now amended figure of 103 car parking spaces. Seeing the challenges faced by the neighbouring site of ALDI and Wickes with their cramped and often overflowing carpark, the issue of cars spilling out onto Mill Lane and using the verges to park is of great concern. However, I note a £6000 contribution towards parking restrictions from the developer will not solve the problem, merely move it and does not actually address the issue that there is simply not enough parking for the size of the units to be developed. Three staff parking spaces in woefully inadequate and this must be taken into consideration by the committee.

One might argue that the small number of parking spaces may be an opportunity to encourage users of the facility to visit by more sustainable means, on foot, by bike or bus. I am glad to see the inclusion of a shared footway to link the site to Holybourne via Montecchio Way. I am however concerned that this needs to be kept at a two metre width for its entirety to provide safe passage for all its users. 20276-06 Rev C suggest this path may narrow significantly at points which will present an issue for its users. One could argue that is you are going to the effort of constructing such a welcomed path then this should be done properly in the first instance to ensure a 2m path is maintained throughout.

Additionally, given that the proposed path will stop at an uncontrolled crossing point with a proposed island barely wide enough to fit a pushchair or wheelchair safely, would it not make more sense for the path to continue around the bend and pick up the shared footway and the safe pedestrian crossing by Barley Fields to Eggars. This would permit pedestrians to access the shared path on London Road, this reiterates my earlier point that it seems a shame not to address this infrastructure issue from the first instance.

With regard to the environmental impact, it is regrettable that such a large building could not have demonstrated an exemplar in renewable energies with further use of PV as a minimum. Its situation and size would make it ideal for this purpose. It is frustrating that in a climate crisis we cannot insist that new buildings have the highest sustainable credentials. At what point is the climate crisis going to be recognised if not now? Given most journeys to the site are likely to take place by car, it would have been good to offset this with more environmentally friendly options and more EV charge points.

Members not familiar with the site may be unaware that the opposite end of Mill Lane to this proposed development is home to a number of residential dwellings. It is a concern that a further increase in trips generated from those travelling across town will have an adverse effect for those residents both in terms of noise and pollution. The already overstretched, busy and often dangerous

junction of Mill lane/Papermill Lane/ Wilsom Road and Ashdell Road has the potential to become far worse. I am pleased to see that in the condition as a nominal sum has been suggested to address this issue, but in reality what will the relatively small monetary sum be able to achieve?

Overall the application makes all the right noises but is it going far enough to be the best it can be for the people of Alton? I ask members to take consideration of the points I have made in their debate.