
Site Address:	5 Ramsey Road, Hayling Island, PO11 9HA		
Proposal:	Erection of 1No. 3bed bungalow and garage.		
Application Type:	Full Planning Permission		
Application No:	APP/23/00010	Expiry Date:	13/03/2023
Applicant:	Mr Tricker		
Agent:	Ms Roberts	Case Officer:	Selina Donophy
	Critchley Architecture And		
	Design (CAAD) Ltd		
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 This application site comprises a detached property with rooms in the roof located on the south side of Ramsey Road, Hayling Island. This property is located on a corner plot on the junction where Ramsey Road meets Lyndhurst Close. This property has a pitched roof with dormers to the front and rear roof slopes and a pitched roof single storey side extension. Towards the front the site forms an open boundary with the road.
- 1.2 The site lies within Flood Zone 1 and is not within a current Flood Zone.
- 1.3 The proposed plot is broadly rectangular in shape and lies within the urban area. The surrounding area is residential in character.

2 Planning History

02/67147/000 - Construction of single storey rear/ side extension to west elevation.,
PERM,02/05/2002

APP/22/00707 - Prior Approval for the enlargement of a dwellinghouse consisting of the construction of one additional storey immediately above the topmost storey of the dwellinghouse, with a maximum height of 8.59 metres.
, WD,15/09/2022

APP/22/01032 - Proposed one and a half storey side extension, single storey flat roof rear extension, proposed porch and proposed cladding, render and replacement tiles.,
PERM,25/11/2022

3 Proposal

Erection of 1No. 3bed bungalow and garage.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16 (High Quality Design)
CS21 (Developer Requirements)
CS9 (Housing)
DM13 (Car and Cycle Parking on Residential Development)
CS15 (Flood and Coastal Erosion)

Havant Borough Local Plan (Allocations) July 2014

DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control

No comment received

Community Infrastructure, Planning Policy & Urban Design

CIL Liable: <http://www.havant.gov.uk/community-infrastructure-levy-charging-schedule>.
The applicant has made an application for self build relief.

Additionally, pending a response from Natural England on the 'HRA?', instructions should be passed by the Case Officer to the CI Team to:

(a) Issue the Solent Recreation Mitigation Strategy Unilateral Undertaking, based on the number of additional dwellings and their respective number of bedrooms. See Unilateral Undertaking - Solent Recreation Mitigation Strategy | Havant Borough Council

b) Issue the Nutrient Neutrality Unilateral Undertaking. See <https://www.havant.gov.uk/nitrogen-developers>

Councillor Brenda Linger - Hayling West

No comment received

Councillor Clare Satchwell - Hayling West

No comment received

Councillor Julie Richardson

No comment received

Crime Prevention -Minor Apps

No comment received

Hampshire Highways

Initial response

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments.

Clarification is requested as to whether a new vehicular access is proposed or whether the existing access for the adjacent property is to be widened.

Should a new vehicular access be proposed, the Highway Authority will require vehicular visibility and pedestrian intervisibility splays in accordance with Hampshire County Council Technical Guidance TG3 to be submitted for consideration. Further information can be found at the following link: TG3 - Stopping Sight Distances and Visibility Splays (hants.gov.uk). Additionally, the full length of the proposed dropped kerb should be provided.

If the existing vehicular access is to be extended, visibility splays are not required, however, the full length of the proposed dropped kerb including the existing should be provided.

The applicant should be made aware that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: Apply for a vehicular access | Hampshire County Council (hants.gov.uk). It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee. The applicant should also be aware that if an existing access is to be closed, a full height kerb should be reinstalled.

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made

Further response following receipt of additional information

Thank you for your reconsultation on the above planning application. The Highway Authority wish to make the following comments.

The applicant has submitted vehicular visibility and pedestrian intervisibility splays as shown in drawing 22018-104. Whilst these are not drawn correctly in accordance with Hampshire County Council Technical Guidance TG3, the Highway Authority are satisfied that appropriate visibility can be achieved at the proposed vehicular access. The applicant is reminded that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: Apply for a vehicular access | Hampshire County Council (hants.gov.uk). It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee. The applicant should also be aware that if an existing access is to be closed, a full height kerb should be reinstalled.

Having regard to the above, the Highway Authority provides no objections to this planning application subject to the following condition:

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.0 metres by 43.0 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

Natural England Government Team

Thank you for your consultation on the above dated 31 January 2023 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

DESIGNATED HABITATS SITES – NO OBJECTION SUBJECT TO SECURING APPROPRIATE MITIGATION

This advice should be taken as Natural England's formal representation on appropriate assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). You are entitled to have regard to this representation. With regard to National Site Network sites, Natural England does not object to the granting of this permission subject to the advice given below.

Your appropriate assessment dated 31 January 2023, concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions.

Your authority has measures in place to manage potential impacts through contributions to an agreed strategic solution which we consider to be ecologically sound. Natural England is of the view that if these measures, including contributions to them, are implemented, they will be effective and reliable in preventing harmful effects on the Habitats Site(s) for the duration of the proposed development.

This advice is provided on the basis that all mitigation measures will be secured as planning conditions or obligations by your authority to ensure their strict and timely implementation for the full duration of the development. Your authority should be assured that proposed financial contribution rates are proportionate to the identified effects of the proposed development, suitably precautionary, and in line with the Retail Price Index, where relevant.

Norse South East, Operations Director

No comment received

Nutrient Team

I can confirm there is sufficient capacity in the Council's strategic mitigation scheme to accommodate the application proposals.

The applicant should be advised that the Council's strategic mitigation scheme is to be charged at £3,000 per kilogram of nitrogen (as at 18/11/22) which is to be increased annually at the start of the financial year in line with the Cost Price Index. In addition, it should be noted that there is limited capacity remaining in the Council's mitigation scheme at Warblington Farm. There is alternative mitigation available from third party providers in order to avoid and mitigate the water quality impact arising out of the proposed development. The details of other schemes have been published on the Partnership for South Hampshire's website at:

<https://www.push.gov.uk/work/mitigationschemes-available-to-developers/>

Portsmouth Water Company

No comment received

Waste Services Manager

No comment received

6 **Community Involvement**

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 13

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
Letter dated 11.2.23 Objections comprise of : - fumes and noise from vehicles - Overlooking to properties on the other side of the road - No other driveways step out on to this side of the road - The tree has been removed - Ongoing noise and disturbance from work and the property - Bonfires on site resulting in pollution	Please see 'Planning Considerations ' section of the report. With regard to concerns over bonfires/construction disturbance, informatives have been attached recommending hours of work and use of bonfires . Any pollution issues should be reported to Environmental Health who can look into this under separate Environmental Health legislation.

7 **Planning Considerations**

Habitats Regulation & Appropriate Assessment

- 7.1 The Council has conducted a Habitats Regulations Assessment (HRA), including Appropriate Assessment (AA), of the proposed development under Regulation 63 of The Conservation of Habitats and Species Regulations 2017 (as amended). The Council's assessment as competent Authority under those regulations is included in the case file. The screening under Regulation 63(1)(a) found that there was likely to be a significant effect on several Solent European Sites (as defined in the applications HRA) due to both the increase in recreation and the decrease in water quality that would be a result of the proposed development.

- 7.2 Using Natural England's updated Methodology in March 2022, the planning application was then subject to Appropriate Assessment under Regulation 63. This included two packages of avoidance and mitigation packages. The first is a package of measures based on the suggested scale of mitigation in the Solent Recreation Mitigation Strategy. The second is a package of measures based on the Position Statement on Nutrient Neutral Development.
- 7.3 With respect to the Solent Recreation Mitigation Strategy the applicant has entered into a Unilateral Undertaking and paid the appropriate sum of £771.75 to address the potential recreational harm from the new development. Therefore it is considered that this recreational element of the impacts of development have been adequately mitigated against. With respect to the water quality issue and the Council's updated Position Statement, May 2022, the applicant has been able to also enter into the mitigation scheme at Warblington Farm to offset the nitrogen from the development. A Unilateral Undertaking has been received, together with the appropriate contribution of £2850 as nutrient mitigation. This is based on the development achieving a water efficiency of 110 l/p/p/d and to ensure these measures are provided as part of the development, and for ongoing compliance, it is necessary to add 2 conditions.
- 7.4 The Appropriate Assessment concluded that this is sufficient to remove the significant effect on the SPAs which would otherwise have been likely to occur. The HRA was subject to consultation with Natural England as the appropriate nature conservation body under Regulation 63(3) who have confirmed that they agree with the findings of the assessment and raise no further objection. The Council's assessment as competent Authority under those regulations is included in the case file.
- 7.5 In other respects, and having regard to the relevant policies of the development plan and all other material considerations, it is considered that the main issues arising from this application are:
- (i) Principle of development
 - (ii) Impact upon the character and appearance of the area
 - (iii) Impact upon residential amenity
 - (iv) Highways and parking
 - (v) Contributions
- (i) Principle of development
- 7.6 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The Council's Five-Year Housing Land Supply, updated at November 2021, indicates the Borough's housing land supply position as 3.9 years with a 20% buffer applied. This shortfall engages Paragraph 11d) of the NPPF with its presumption in favour of granting permission unless there are any significant adverse impacts that would outweigh the benefits. It is accepted that the proposal for one additional dwelling, within the urban area of Havant, would make a modest contribution to housing supply and this benefit of the proposal must be afforded weight in the overall planning balance.

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

- 7.7 This proposal comprises a new dwelling located directly to the east of no 5 Ramsey Road. The proposed plot is rectangular in shape with dimensions of approximately 14.5 metres width by 32 metres length. The site currently forms part of the side garden belonging to no 5 and would be accessed via Ramsey Road to the north. The proposed dwelling would be set at single storey height, comprising of a bungalow and would have a pitched roof with projecting gables to the front and rear. The total depth of the property would measure approximately 17 metres, with the front elevation set back from Ramsey Road by approximately 4.5 metres. The property would have a total height of approximately 5.25 metres at the highest ridge level and an eaves height of approximately 2.5 metres. The front and rear ridge heights would be set slightly lower down below the main ridge. The dwelling would be sited very close to the east elevation boundary which backs on to the rear gardens of properties along Sea Grove Avenue.
- 7.8 As stated above the proposed dwellinghouse would have a pitched roof with projecting front and rear gables - the front gable would have a width of approximately 5.5 metres, with a section of this forming a porch area supported by a post - to the front would be a bay window which would serve the front bedroom. The building line would then step out in width where the total width would equal approximately 10.5 metres and forms the main bulk of the dwelling. On the east side would be an ensuite bathroom serving bedroom 1 with a frosted window to the east elevation. To the rear of that would be a separate bathroom with another east side elevation window and to the rear of that would be bedroom 3 served by a window to the east elevation. To the west side would be a bedroom 2 served by a front elevation window and to the rear of that a kitchen served by a west elevation window followed by a small utility room served by a window to the west elevation and a door to the rear (south) elevation. To the rear would be the lounge which would be stepped in from the east elevation wall by approximately 50 cms and from the west elevation wall by approximately 2.3 metres. This would have a window to the west elevation and full glazing to the rear elevation.
- 7.9 To the rear of the main dwelling a detached garage is proposed. This would have a pitched roof with a depth of approximately 6 metres, a width of 3.5 metres, a ridge height of 3.5 metres and an eaves height of 2.1 metres. This would be sited to the rear of the utility room alongside the western boundary. The rear of the site would then comprise of rear garden space with an average depth of 10 metres rear garden area between the rear elevation and the rear curtilage of the site which is not straight. There would be a bin store located on the east side of the dwelling also. The floor area would amount to 128 m² for the internal space plus 21 m² for the garage- this would exceed the internal floorspace requirements as specified in the Technical Space Standards.
- 7.10 As noted above the entrance to the site would be off Ramsey Road with a new driveway created from permeable materials providing two parking spaces on the driveway and one in the garage. A new access is also proposed to the rear of no 5 Ramsey Road with a new garage proposed alongside the rear (South) boundary which would be of the same design as that proposed at the new dwelling. It is noted that an oak tree was cut down that was previously sited alongside Ramsey Road. This was not the subject of a Tree Preservation Order and therefore no consent was required from the Council prior to its removal. Notwithstanding this, two new field maple trees would be planted alongside the front boundary of the site of the new dwelling alongside Ramsey Road.

7.11 The proposed dwelling would be set at single storey height and therefore is not considered to result in a dominant addition to the streetscene in terms of height . There is an existing mix of housing styles, heights and widths in the immediate streetscene with pitched roof, chalet style properties on the opposite side of Ramsey Road which increase in height to two storey dwellings moving west up Ramsey Road. No 5 next door is a chalet style property with dormers in the roof and Sea Grove Avenue generally consists of bungalows. This shows there is no set pattern of development within the vicinity. The dwelling would be set back off Ramsey Road and whilst this may only be by 4.5 metres, this would still be set back behind the side elevation of no 1 Ramsey Road so would not be stepping forward of the existing building line along this stretch of road. The ridge line would be set down towards the front creating a more subtle appearance and the proposed materials would match those of no 5 Ramsey Road . The garden depth would meet the minimum requirements as specified in the Havant Borough Design Guide and therefore is deemed appropriate to meet the living standards of future occupiers .

(iii) Impact upon residential amenity

- 7.12 To the west of the application site is no 5 Ramsey Road. There would be approximately 4 metres separation distance between the dwellings - there is only one window on the side elevation of no 5 which serves a lounge but this is further set away from the shared boundary and there would be a fence forming the boundary treatment between the properties with a height of approximately 1.8 metres. The rear elevations of both properties would come level and no overshadowing impact is deemed to result from this proposal on no 5 .
- 7.13 To the rear of the site is no 22 Lyndhurst Close - the main bulk of no 22 is sited further east and more towards the rear of no 5 and there would be approximately 15 metres between the rear of the proposed dwelling and the closest side wall of no 22 . The rear windows of the dwelling would be sited at ground floor level and therefore no overlooking impact is anticipated by this proposal. The separation distance is substantial to mitigate against any overbearing or overshadowing impact to no 22 to the rear .
- 7.14 To the side (east) of the application site are the rear gardens of nos 1 Ramsey Road, and 10 and 12 Sea Grove Avenue . There would be approximately 16 metres between the side elevation of the proposed dwelling and the rear of no 1 and the dwelling would overlap approximately half of the rear garden width. The eaves height would come to approximately 2.5 metres with the roof hipped away at this point . There are no significant land level changes and therefore the side windows would not offer views above the fence line . The proposed dwelling would have a similar impact on no 12 Sea Grove Avenue where the property would overlap around half of the rear garden and the roof would be hipped by this point. Similarly to no 1 the impact is not deemed to be harmful. No 10 Sea Grove Avenue is located between these properties and has a separation distance of approximately 19 metres however the gable wall of the side elevation of the proposed dwelling would be sited alongside the rear garden of no 10 which has a higher ridge height and overall would be more prominent visually. Whilst this is noted, no material harm has been identified due to the separation distances between the properties - there is a 1.8 metre high fence along the rear boundary . The set off distance is deemed to mitigate against any overbearing impact on no 10.

- 7.15 On the opposite side of Ramsey Road are nos 4, 6 and 8 Ramsey Road. There would be approximately 27 metres separation distance between these properties and the road between them. The front windows would all be sited at ground floor height and would not result in harmful overlooking . There would be some increased activity from vehicles using the driveway however this is to be expected within a residential setting , noting there is an existing driveway used by no 5 adjacent . There is not considered to be any material harm to these properties as a result of this proposal.

(iv) Highways and Parking .

- 7.16 This proposal is for a 3 bedroom property which requires 2 parking spaces . The parking spaces have been provided for on the driveway and a garage has also been provided allowing for an additional parking space. Highways have been consulted on this proposal and have no objection to this proposal subject to the driveway being constructed in accordance with the proposed plans and lines of sight provided.

(v) Developer Contributions

- 7.17 As discussed at 7.1 - 7.4 above, Unilateral Undertakings have been secured in respect of the Solent Recreation Mitigation Strategy and nutrient mitigation in order to remove the likely significant effect on the SPAs which would otherwise have been likely to occur.
- 7.18 The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20 February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £100 per square metre (plus indexing) on new floorspace (measured as gross internal area) in Havant
- 7.19 The proposal would result in new residential development which is Community Infrastructure Levy (CIL) liable and the appropriate forms have been submitted. The gross new internal floor space for the dwelling has been calculated by the applicant as 149 sqm which generates a total CIL liability of £23,613.84 It is noted that self build exemption has been claimed for this development.

8 Conclusion

- 8.1 Due to the Borough's current housing supply position, paragraph 11d) of the NPPF is engaged which gives a presumption in favour of granting permission unless there are any significant adverse impacts that would outweigh the benefits. There has been no identified harm arising from this development and therefore the tilted balance benefit of 1 additional residential unit towards the Borough's housing need prevails.
- 8.2 The proposal meets the Habitats Regulations with recreational and water quality impacts adequately mitigated against. Overall the proposal is therefore considered acceptable and recommended for conditional permission.
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9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/23/00010 subject to the following conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

104A LOCATION & BLOCK PLAN
22018-420 PROPOSED FLOOR PLAN
22018-520 PROPOSED ELEVATIONS
22018-521 PROPOSED GARAGE ELEVATIONS
30 Jan 2023 CROSSOVER PLAN
30 Jan 2023 PEDESTRIAN VISIBILITY SPLAYS
22018-113 PROPOSED SITE PLAN TOPOGRAPHIC uploaded on the
09.03.2023

Reason: To ensure provision of a satisfactory development.

- 3 The external materials used shall match, in type, colour and texture those of the property adjacent, no 5 Ramsey Road, so far as practicable.

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

- 4 The planting comprising the two field maple trees shown in the approved plan PROPOSED SITE PLAN shall be completed within 3 months of the date of first occupancy of the dwelling hereby approved, or such other date as may be agreed in writing with the Local Planning Authority. Any trees or plants which die during the first 5 years shall be replaced during the next planting season.

Reason: To ensure that the landscape scheme is completed in the interests of the appearance of development and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The car parking spaces for the dwelling hereby permitted, shown on the approved plans, shall be kept clear and available for the parking of vehicles prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

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

- 6 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, roof addition, or outbuilding permitted by Schedule 2, Part 1 Classes A, AA, B, C or E of the 2015 Order, as amended, shall be constructed within the curtilage of the site without the prior approval of the Local Planning Authority.

Reason: To retain adequate outdoor amenity space for future occupiers, prevent over-development and impact on neighbour amenity having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

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

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

- 8 At all times following occupation of the development hereby approved, all measures for water usage within the submitted nutrient budget shall be maintained in the development in perpetuity.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites.

In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, and Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011

- 9 The driveway serving the dwelling hereby permitted, shown on the approved plans, shall be constructed from permeable materials .

Reason: In the interests of highway safety and having due regard to policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 10 The development hereby permitted shall not be occupied until boundary screening comprising the fencing with a height as shown on the '22018-520 PROPOSED ELEVATIONS' is erected on the western boundary shared with no 5 Ramsey Road in the siting as shown on '22018-420 PROPOSED FLOOR PLAN ' and shall thereafter be retained.

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

- 11 No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.0 metres by 43.0 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason To provide satisfactory access in the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.