

Recommendation: **GRANT OUTLINE CONSENT**

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS8	(Community Safety)
CS9	(Housing)

DM1	(Recreation and Open Space)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)
DM6	(Coordination of Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

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

Havant Borough Pre Submission Local Plan 2036

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist

Building Control, Havant Borough Council

There is insufficient information at this time for detailed comments. There may be a 300mm diameter sewer within 3m of some of the proposed houses and there appears to be inadequate access for fire service vehicles to some of the houses - unable to state which houses as no plot numbers on the plans. There may also be an issue with compliance with Requirement H6 for solid waste storage being sited in accordance with the guidance.

Community Infrastructure, Planning Policy & Urban Design

Response APP-20-00357 Woodcroft Farm.pdf

Councillor David Jenner

Councillor E Shimbart - Hart Plain

Councillor P Bains - Hart Plain Ward

County Archaeologist

County Ecologist

County Minerals

Crime Prevention -Major Apps

Department of Transport, Highways England

Developer Services, Southern Water

Early Years

East Hampshire District Council

Education Department

Environment Agency

Environmental Health Manager, Community Group
see EH consultation response in document tab

Hampshire County Council

Hampshire Highways

Housing Manager (Development)

Landscape Team, Havant Borough Council

Planning Application APP/20/00455 Land at Cottage Farm, 149 Lovedean Lane,
Waterlooville

Outline application (with all matters reserved except for access) for the construction of up to 56No dwellings, open space, landscaping, access, the demolition of 149 Lovedean Lane and associated works (part of application site within Havant Borough Council).

From a landscape perspective we do not object the principle of this development, however we have the following comments at this stage:

- The pedestrian access in and around the site could do with improvement. We would recommend an off road footpath dissecting the massing of housing in the centre of the site to improve north/south connectivity.
- A pedestrian\Cycle access onto James Copse Road would be beneficial to allow improved connectivity to local amenities such as Hobby Close playing and local schools and would promote sustainable transportation.

Kind regards,

Harry Mitchell CMLI
Landscape Architect
Havant Borough Council

Local Lead Flood Authority HCC

Natural England Government Team

Natural England Government Team

Planning Policy, PPUD

Only a very small section of the site, together with the access, lies within Havant Borough Council's administrative area. This part is within the settlement boundary as defined by policies AL2 and CS17 of the adopted Local Plan. As such, the principle of development is accepted on this land.

Since the majority of the land lies within East Hampshire's boundaries, and only landscaping is proposed within Havant's area, it is advised that in terms of the detail of the development, East Hampshire policies should apply. The Havant Policy Team therefore does not wish to add detailed comments on this application.

Portsmouth Water Company

Public Spaces

SE Hants Clinical Commissioning Group

Southern Electric

Southern Gas Network

Traffic Management, East Hampshire District Council

The Traffic Team have no adverse comment to make. KRC

Waste Services Manager

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: 40

Number of site notices: At least one site notice exists - check the number.

Statutory advertisement: 03/07/2020

Number of representations received: 13

Comment	Officer Comment
Lovedean VILLAGE. We wish to object on the following grounds: Over shadowing and Daylight Missing from Bargate's report is the height in which the new homes will sit. The finished floor level of the closest houses proposed will start at the height of our roof lanterns which are 3.5 meters high. The houses further west will get significantly higher again. This means, even with an 8ft fence our gardens on Lovedean Lane will be seriously over looked and we will lose all privacy in our gardens and homes. The grading of the land and close proximity of the proposed combined with the height, means the development will substantially overshadow all of our properties. I was unable to locate the shadow fall analysis diagram, if this hasn't been done I request it is? The development would lead to an unacceptable loss of light especially through the winter months. The scales on Bargate's master plans are completely wrong. The Planning, Design and Access Statement is proposing there is enough spacing between the developments and	

exciting building. However this is not the case. For example our garden is 19 meters wide but on Bargates plan it is showing as 26 meters wide. The current master plan shows the original builds, but they have not taken in to consideration the properties that have been extended over the years. This again will cause even more overshadowing to all properties.

We have attached picture's showing where they are proposing to put a house and its proximity to ours and how high the lowest house will reach to the tree's and sky line. This will not only effect our property but all those living on Lovdean Lane and beyond. We have used the measurements on an average 2 storey house, so where the plans show Maisonette's, privacy will be significantly worse.

Tree and skylines will no longer be seen anywhere from the east of the proposed development.

Flooding

Due to Bargates measurements, I would argue that the proposed plot is in proportion with the required buildings? Bargate are attempting to fit 56 houses in a limited space. The houses have been crammed to miss the drainage and sink hole issues. The measurements on the current plans are not accurate. Bargate need to submit an accurate plan.

Also, due to the land being replaced from a natural soak away to hard surfaces, this can only cause further issues with the local flooding we experience each winter.

Infrastructure

The village has seen substantial developments in recent years without any further developments to local infrastructure.

Dentist & Doctors - Huge waits for appointment.

There is no direct bus route on Lovedean Lane
Halfway down the village there is no Pavements.
There is no Play area in the village nor any cycle routes.

Design

The proposed properties are not of similar design to the surrounding bungalows they will sit behind, this would make the new development stand out from the existing environment? The height in which the proposed development will stand will be seen from a significant distance as they will stand higher than the bungalows in front of them.

Lovedean is a village and the continuous building of estates on the small amount of green land we have left is taking away the character of what makes Lovedean, Lovdean.

Traffic

Lovdean does not have any direct bus routes, no local train station which will increase traffic horrendously.

Bargate have reported they have taken average speeds on Lovdean Lane, this may be true. However, the last average speed check done was situated near the corner of woodcroft lane. (The top part of Lovedean Lane). To get a true and accurate reflection on speed, checks should be taken near Yoells lane (Where the proposed cross roads will form the access to the new development). This is an open stretch of road where traffic speed is significantly higher.

Highway safety will be compromised, due to the generated traffic from the new development.

The means of access, will also cause a large amount of through traffic in Yoells

lane. Average speed check need to be carried out on this road also.

Wildlife

A survey carried out in 2017 by Hampshire County Council (County Ecologist) states the local wildlife consists of - Bechstein's Bats, Badgers, Hazel dormouse, Deers, reptiles & Owls. Has Hampshire County Ecologist been consulted on this occasion?

We have attached pictures of the local wildlife.

The Local Plan

This development is in breach of the local plan.

The plan states that new infrastructure will be built to accommodate the increased population. Lovedean has seen a huge amount of developments within the village and locally with no new infrastructure being provided to the village.

The plan also states that "It must also provide open spaces and cultural facilities and protect the landscapes, wildlife and historic assets" by building on this site, Lovedean lose a huge part of it landscape and wildlife. Lovedean is a village and is slowly becoming a small town due to the ongoing developments.

Neighbourhood Character study from 2018.

The neighbourhood character study that was completed by Hampshire County Council in December 2018 states the following:

1. Many views, from lower areas, are blocked by buildings, but from side roads and at intervals along the valley road skyline views to woodland and arable fields are key in setting the neighbourhood character
2. Visually, the pockets of farmland,

which extend to the road on either side contribute greatly to character of the area, creating a sense of space and opening up views to countryside beyond"

3. The area is already partly suburban in feel but has good visual and physical connections to the countryside, however it could lose the special qualities that give sense of place if these features are lost

4. To retain the special qualities of the Lovedean Lane Area, the following is suggested: avoid development at the top of the valley slopes, Protect/retain/enhance green infrastructure, Retain rural feel: avoid suburbanisation of Lovedean Lane itself, Retain some breaks in development along the Lovedean Lane, either by retaining some farmland or creating new public open space and Ensure any new development is carefully assessed in terms of levels and effect on skyline views to preserve setting.

The full report can be found at https://www.easthants.gov.uk/sites/default/files/documents/4EastHantsNCSRreportSection4Chapter4_3SPFINALDec2018.pdf

If this development was to go ahead it would go against this report that was done to protect the Village.

Proposing a 56 development at this site is a recipe for disaster
Firstly The junction Proposal Of a 4 way junction at this site is Nothing short of dangerous.. I live next to the proposed roadway and know how difficult it is to already access the road from a driveway due to poor viability, increased Volume and speed of traffic and an already chaotic 3 Way junction. There is limited vision from the bend To both the Left and right from the proposed development. Made worse if cars are packed on the roadside Traffic already travels too fast along this stretch of road From both

directions. Yeolls lane (steep hill) becomes an ice rink in winter and this area of road and the current track floods deeply. The flooding extends into this stretch of the road during heavy rainfall. Several times only this winter I had to call emergency services due to an icy dangerous road at this site due to flooding and overnight freezing- resulting in dangerous black ice. I have several bikes and motorbikes in my garden over the years from cars and bikes travelling to fast from yeolls lane/ Lovedean lane. The junction proposal requires urgent revision or lives WILL be lost here. Safety should come as a priority not a compromise.

Localised flooding doesn't appear to have been adequately addressed and with destruction of green land / natural soakaways it can only serve to make this worse. The track is currently one large soakaway. It regularly fills with water, slowly it's inevitable journey to the roadway - but still the road floods and regularly.

. How can building houses, removing green land and the track and replacing it with tarmac improve this . It won't and I feel nearby houses and gardens and the new junction will be vulnerable to water damage and a risk to personal safety will be inevitable.

The development can only increase traffic volume as no one living here would do so without a vehicle. 54 houses equals at least 100 vehicles. How can this serve to protect the local wildlife and improve emissions in a world where we are trying to be carbon neutral. The proposal mentions bus routes which aren't easily accessible to other local areas ie train routes despite what the proposal suggests. The area is also a haven for local wildlife. We regularly see a pair of mating buzzards using the trees/ forest area nearby.

Regarding local infrastructure-locally schools and GP services are already over capacity. How can 54 dwellings

increasing the numbers accessing these services be of benefit to local community. Houses mean families Schools are already full and the expectation is that after recent events birth numbers are likely to increase not reduce. There is no provision in the wider community for more GP and healthcare services. The local area has already seen an explosion of new builds in denmead and waterlooville, Hundreds of houses and flats. More people can only be detrimental to the health and well-being current residents and Have an overwhelmingly negative impact on local hospitals and commonly services. And therefore I strongly oppose this planning application. There are plenty of more suitable safer areas for local house building I do not feel cottage farm is one of them	
There are several reasons why I Object to this application. 1. The access road is in the worst possible location. Cars are at risk of overshooting from Yoells Lane, with the potential to impact vehicles on Lovedean Lane - this is highlighted as a risk in the 4th Traffic Assessment report. In addition, that area floods at least every other year. 2. Traffic on Lovedean Lane travels well in excess of 40MPH (the Traffic Assessments are definitely not portraying the truth) and is very busy at peak times, another 100+ cars a day (and that doesn't factor in the recent new houses built within 1/4 mile) will make this worse 3. The Flood Risk Assessment calls out "potential for groundwater flooding exists". Having lived in Lovedean for 20 years I can confirm this is definitely the case - and is the main reason this field	

has been preserved from development in the past. I have a cellar and would like to formally request a report on the risk to my property being flooded as a result of the development

4. The Landscape and Visual impact assessment highlights several views that are "High" in sensitivity terms but "low/negligible" in magnitude. Who wrote this ? Surely turning a large greenfield area into houses and tarmac is more than "low/negligible" ?

5. The site crosses Havant Council and East Hants council. Where is the border and who maintains/manages each area ? Will we have two dustbin lorries in and out a week etc ?

6. Most nights we listen to owls and woodpeckers in the trees behind Barn Gardens. There are often deer in the fields too. Is this development really necessary given all the recent new houses built within 1/4 mile and the larger development off Eagle Avenue - and of course the 700 houses planned between Horndean and Rowlands Castle ?? Surely we have a responsibility to preserve the countryside for the future..

I wish to object to the site access - living adjacent to it directly affects my property, loss of privacy will have a huge impact, the access road running next to both my house and garden and then to the rear of my property surrounding it by road on 3 sides. The existing track is under water for weeks each winter as are my garden and drive during heavy rainfall, the water flows into Lovedean lane from the track causing the existing drains to overflow - we call it the river "Love" as it literally flows along Lovedean lane! So drainage of the site and the access road is a serious concern for me. Water also joins lovedean lane from Yoells lane adding to the volume flowing down lovedean lane - it is often 2-3ft wide .

The cross roads this access road would create is also a concern , I have witnessed cars sliding down Yoells lane in icy weather and they have ended up in the driveway of 149 , one knocked the telegraph pole over - this will make quite a dangerous junction, I already struggle to get off my drive during busy times so having an additional road next to my drive would make it harder so please consider the visibility aspect for me too. The site itself is one admired and appreciated by many people especially the vista descending Yoells lane and it will be a sad loss to the whole community who enjoy this one remaining green hillside field in. Lovedean .	
I object to the proposed Cottage Farm development as it will:- - Inflict a much higher burden on the limited infrastructure of the local facilities and cause families to need to travel further afield causing more car usage / pollution on our fragile planet. - Increase traffic significantly in the "Village" of Lovedean and increase the risk of accident/injury at the newly proposed crossroads entrance. - Cause extra parking issues on local roads when there are no more free spaces on the new development. - Increase the impermeable area by at least 11085m2. The water flowing down James Copse Road, which we have all witnessed, has increased significantly over the last 30 years. The proposed temporary storage crates may help to alleviate that occurring in times of extra heavy rain but it remains to be seen if the storage could cope with the combination of the aquifer being full/flowing and heavy rain. - Increase in noise and disturbance and cause loss of privacy, especially to the properties closest to the development.	
We object to the outline planning	

application submitted under reference APP/20/00455 for the following reasons:

1. The settlement of Lovedean has a rural feel and the fields that form the proposed development site provide a beautiful green backdrop, firmly connecting Lovedean with the surrounding countryside. The main view of the fields are as you descend Yoells Lane travelling west but the fields are also visible from the roads and properties on the other side of the valley; Yoells Crescent, Lensyd Gardens, Loxwood Road, Witley Road, Woodland View, The Curve and even as far away as Bevan Road and Rose Hill. Additionally, glimpses of the fields are seen when travelling along Lovedean Lane past the proposed site. These rolling green fields help reinforce the feeling that Lovedean is on the edge of the countryside and contribute to the wellbeing and mindfulness of the people in the local community. The visual impact assessment submitted by Bargate Homes has only considered a very limited number of the viewpoints that are readily available to the residents of Lovedean and it is not at all representative of the actual situation for those who live near the site or who regularly travel through the area. The Neighbourhood Character Study, undertaken by Hampshire County Council, for East Hampshire District Council (published December 2018) states that as you travel along Lovedean Lane "visually, the pockets of farmland, which extend to the road on either side contribute greatly to the character of the area, creating a sense of space and opening up views to the countryside beyond" and it goes on to say that poor development of this area could lead to urbanising highway improvements, loss of skyline views, the development on valley slopes being overbearing and external lighting being very visually intrusive and impactful on the ecology of the surrounding countryside. Furthermore, the same document goes

on to suggest how to retain the special qualities of Lovedean, which includes:

- Retain the rural feel and avoid suburbanisation of Lovedean lane itself
- Retain breaks in development along Lovedean Lane, either by retaining farmland or creating new public open space
- Avoiding development at the top of valley slopes
- Ensure any new development is carefully assessed in terms of levels and effect on skyline views to preserve setting
- Protect, retain and enhance the green infrastructure
- Conserve the pattern of small assorted fields and seek to conserve/reinstate hedgerow boundaries.

To approve the development of this greenfield site seems completely at odds with the recommendations made by the study to ensure that the character of the area is maintained. The area and the people will be all the poorer for losing these rolling green meadows.

2. There are insufficient public amenities to support the additional households. The only public amenity Lovedean has is the Bird in Hand Pub at the northern edge of the settlement. The nearest shops are in Horndean or Cowplain. There are no Doctors surgeries, no bus routes or bus stops, no cycle routes and no children's play parks or open spaces.

HCC Children's Services department estimates that the site of 56 new homes will yield 2-3 children per year and they consider that the catchment school, Woodcroft Primary School, will be able to absorb this. I wonder if the additional homes that have been built recently and are currently being built in the local area have also been factored into this assessment? Millers Rise (off Lovedean Lane) has recently contributed 40 new homes, the 3 small developments currently being built

along Lovedean Lane will contribute another 14 homes, and properties being built on the Woodcroft Farm development site to the south will result in another 288 homes all feeding into the single form entry Woodcroft Primary School.

There is also the small matter of the strategic development site to the north of the currently active Woodcroft Farm development which has been identified in the EHDC development plan 2017-2036 upon which it proposes another 180 homes are to be built.

Lovedean is currently a small settlement of around 350 houses, the last few years have already resulted in a massive increase in the amount of additional homes that have to be supported by the local infrastructure and more are proposed to be built in the immediate area over the coming years. This disproportionately high amount of development in such a small area is inevitably going to have an adverse effect on the area and result in the urbanisation of this semi-rural settlement, changing the feel of the place forever.

3. Traffic is already an existing issue along Lovedean Lane. Vehicles do drive at excessive speeds along this road and it is especially busy at peak commute times. The proposed access road will create a junction opposite an existing road, Yoells Lane, which runs down the hill to meet Lovedean Lane. A four-way junction at this site is likely to be problematic - maybe a mini round-about should be considered? Since the nearest bus stop is at least 850m from the site and there are not designated safe cycle routes in the area, all residents of the proposed development will be driving their cars along Lovedean Lane. This development will add another 67* cars to the existing usage of Lovedean Lane. If you factor in the other current developments along the road it is another 17* cars on top of this too - not

to mention the huge development sites to the south at Woodcroft Farm which will contribute another 345* cars to the local area by the time they are complete. It is all very well the transport assessment report concluding that this site will only contribute a 3-4% increase in traffic but added to the traffic movements from the other sites there is going to be a significant increase in traffic on the local roads over the next few years.

(*based on 1.2 cars per household UK average)

4. The field which forms the site of the proposed development slopes quite steeply along its eastern edge. The eastern side of the site is predominantly flanked by bungalows built on the valley floor. The current illustrative site layout plan submitted with the application shows the rear of the new properties overlooking the private living spaces, patios and gardens of the existing Lovedean Lane properties.

On the illustrative site layout plan, the location of the new build properties immediately to the west of nos 137 and 139 Lovedean Lane have a proposed finished floor level that is over 3.5m above the finished floor level of the existing properties along Lovedean Lane. This would be acceptable if the distance between the new and old houses were more than 75 metres however this rise occurs within 40m and means a two storey house presents an imposing view and dominates the landscape to such an extent that the skyline will be filled with buildings and the hours of sunlight on the garden significantly reduced. A standard two-story property built in this location has the same impact as constructing a 3-storey residence if it were level ground. The slope of the field is such that the sill of the back door of the new properties will be visible from the Lovedean Lane properties. This consequential invasion of privacy is completely unacceptable.

Due consideration should be given to building single storey properties on the rise or better still, redesigning the layout of the site to remove/reposition the dominant and overlooking properties planned for construction behind the existing homes along Lovedean Lane. The EHDC draft development plan (2017-2036) does state that the proposed development should "respond positively and respect the topography of the site". This does not appear to have been taken into consideration when designing the illustrative site plan.	
While clearly the definitive power over this application lies with East Hampshire I urge Havant Borough Council to use its influence to mitigate some possible adverse effects on residents within its area. If, sadly, this application is approved, please can some modifications be firmly insisted upon? 1.The presence of the chalk areas has caused new building to be pushed uncomfortably close to the housing on Lovedean Lane nos. 127-141. These will be built on rising ground and will overlook our back gardens, yet no stipulation of "no first floor rear facing windows" has been attached to these properties, unlike some housing elsewhere. 2,Can it be made explicit that the fencing defining the bottoms of the gardens opposing 127-141 Lovedean Lane will be high enough to afford privacy to all parties and that the area so defined with the back fences of 127-141 will indeed be planted with protective trees, as suggested on the Bar1087-REV a Illustrative Landscape? 3.I have lived in this house for thirty years and we have experienced severe flooding on one occasion and minor on several. I am highly suspicious of the anti-flooding claims being made.	

Already in bad storms we experience water emerging from the drains on Lovedean Lane and I suspect that reliance on porous paving will hold only until the pores are silted up...	
At the moment we have a busy road out the front of our house and a building site next to our house (creating 7 new buildings already) and if this goes ahead we will be surrounded by building traffic and noise and then once in place, more traffic. Being next to a building site already a lot of dust has been created and we are concerns about the health of the locals when spending time in their gardens. We have had experience of loose building material and debris blown in to our garden from the current building site and this will only get worse with a development to the rear of our property. The layout has changed from the original site plans we saw in January at the Horndean parish council. This has now changed from having a green area to the rear of our property to having a road directly behind our boundary. The road and hilly contours of the building area means the new houses will look directly into our back windows and our garden will be completely overlooked. Due to the hilly contours of the building area the construction of the buildings will create foul run off possibly containing heavy oil, chemicals and building debris, this will run straight into our garden which is below the building site. I have concerns about the lack of infrastructure in the village to support this number of new dwellings. Also for young families there isn't any playgrounds nearby.	

I have concerns about the increase in traffic volume and the fact that there is already an issue with speeding along Lovedean lane, as there is no traffic calming measures in place. For part of Lovedean lane (to access the public house and southdowns national park) there is no pavement, so therefore to get to the village pub/ country walks you have to walk on the road. Increasing the number of pedestrians/villagers who will frequent the pub and countryside and the volume of traffic who are regularly speeding I think is very concerning.	
More housing along Lovedean lane is ' ribbon development,which we were told in the past would not happen.There has been substantial building in our area over the last few years but with no extra amenities. The proposed site rises up considerably from Lovedean lane, and many bungalows surround the boundary.Building 2 storey houses will be very imposing and spoil the sweep of the valley greatly compromising the residents' privacy.The site is also prone to rivers of rain water I(I have photos)that pour down the sloping ground like torrents flooding ours & other residents, properties & Lovedean lane.There is deep concern about contamination to the Aquifers that run under the site.The constant building in our are has generated an upsurge of traffic on Lovedean lane which has now become very dangerous.We don't want more traffic & the pollution it will surely bring, We know the noise & disturbance from the proposed works will be horrendous.Because of the close proximity of houses,garages,& gardens to our plot we will certainly be affected greatly by this.Our bungalow sits up to 10ft below the level of the field so imagine 2 storey houses next to us like lookout towers peering down into our rooms...a very worrying thought...our	

privacy will be gone. We enjoy wonderful wildlife visiting our gardens..fox deer,badgers & also a bat run against our boundary fence. They will suffer greatly if this goes ahead coupled with the loss of our only remaining piece of green & beautiful land that IS Lovedean!	
I am concerned that building houses on the higher gound behind our house will lead to a lack of privacy. I note that the Illustrative Masterplan (Page 12 of the Design Access Statement Rev A) has a note that the new houses shown nearest to our plot states that "No first floor rear facing windows" and would like to be assured that this requirement is not lost in later revisions of the plan. I am also concerned with possible increased water run of from the site which currently runs down the hill towards are plot when it rains heavily. Forecasts seem to suggest that rainfall is going to increase due to climate change. None of the views depicted in The Landscape and Visual Impact Assessment Page 16 to 20 show the view from the existing housing along Lovedean Lane and Old Barn Gardens which are adjacent to the site which will have their views of the open field and woodland obliterated.	
Dear Sir/ Madam, I wish to lodge the following points against this proposal: 1. Whilst the Govt wish to 'build, build, build' there needs to be much more	

analysis and understanding of the long term affect developments like this will have on the social, economic and environmental infrastructure.

2. There is no immediate employment infrastructure in the area and all residents will need to use a car to get to employment opportunities; i.e. industrial estates, employment zones, retail outlets etc. Moreover, there is no bus service on Lovedean Lane at the moment and no mention in the planning proposal to bring one in to enable a more environmentally friendly method of transport. After all, this Government is committed to a carbon neutral target and building developments like this is not going to help achieve this.

3. The adjacent developments on the Havant Borough Council side of the boundary are significant and are going to exhaust the capacity of the local schools, health centres and other NHS facilities. The nearest A&E or minor injuries department is a considerable distance away and a development like this is only going to exacerbate an already over stretched part of the infrastructure. Until the Government do what they say in relation to building more schools and hospitals, this application should be rejected.

4. The planned developments like Wellborne in Fareham, Myrtle Farm and the areas due for development between Waterlooville and Rowlands Castle are all going to create significant infrastructure issues associated with sewage/ waste water processing and more importantly, the supply of drinking water. Until the proposed Havant Thicket Reservoir is built and operational this should be taken into account and applications like this should be rejected until this has been resolved.

5. There is inevitably going to be increased use by residents of the woodlands around the proposed site. This will undoubtedly disturb the existing wildlife and it's habitat. Yoells Copse is a case in point. The Horndean Parish Rangers have noted

a fall in the diversity of species with the increased use following the building of the adjacent estates (Loxwood Rd etc). 6. Many drivers rarely adhere to the 30mph speed limit on Lovedean Lane and the increased use of this route is likely to make the situation worse. Traffic calming measures should be introduced between the junction of Lovedean Lane and Milton Road and the junction with Day Lane at the other end before any further development is considered. 7. It is also of concern that this development, and some in the past, have had a greater and more detrimental effect on the life of residents outside Havant Borough. One must ask the question "Is this deliberate?"	
Please refer to objections submitted to East Hants planning applications for the same development:	
See representation in documents tab	

Summary:

Comment:

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity

- (i) Principle of development

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

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

- (iii) Impact upon residential amenity

8 Conclusion

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT OUTLINE CONSENT** for application APP/20/00455

(A)

(B) for the following reasons/subject to the following conditions

- 1 The approval of the Local Planning Authority shall be obtained in respect of the following reserved matters before the development first takes place - appearance; landscaping; layout; and scale.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and details of the matters referred to in the condition have not been submitted for consideration.

- 2 Applications for the approval of the matters referred to in Condition 1 above shall be made within a period of three years from the date of this permission. The development to which the permission relates shall be begun not later than whichever is the later of the following dates:-

- (i) three years from the date of this permission; or
- (ii) two years from the final approval of the said reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason - To comply with the provisions of Section 92(2) of the Town and Country Planning Act, 1990.

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

Application form
Design & access statement
Flood risk assessment
Desk study report
Ecological survey
Archaeological desk based assessment
Arboricultural assessment & method statement
Manual for managing trees on development sites
Transport assessment
Report to inform habitats regulations assessment (stage 1 & 2)
Planning statement
Landscape & visual impact assessment
P1638.01 Rev C - illustrative masterplan
BAR1087-11 - illustrative landscape masterplan
19350-BT3 - tree protection plan

Reason: - To ensure provision of a satisfactory development.

- 4 No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment ref: 23246, has been submitted to and approved in writing by the Local Planning Authority. The submitted details should include:
- a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.
 - b. Detailed drainage layout drawings at an identified scale indicating catchment areas, referenced drainage features, manhole cover and invert levels and pipe diameters, lengths and gradients.
 - c. Detailed hydraulic calculations for all rainfall events, including the listed below. The hydraulic calculations should take into account the connectivity of the entire drainage features including the discharge locations. The results should include design and simulation criteria, network design and result tables, manholes schedule tables and summary of critical result by maximum level during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The drainage features should have the same reference that the submitted drainage layout.
 - d. Evidence that Urban Creep has been considered in the application and that a 10% increase in impermeable area has been used in calculations to account for this.

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

Reason - To ensure adequate provision for drainage. It is considered necessary for this to be a pre-commencement condition as such details need to be taken into account in the construction of the development and thus go to the heart of the planning permission having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 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; all measures necessary to meet the agreed waste efficiency calculation must be installed before first occupation and retained thereafter;
 - b) A mitigation package addressing the additional nutrient input arising from the development has been submitted to, and approved in writing by, the Local Planning Authority. Such mitigation package shall address all of the additional nutrient load imposed on protected European Sites by the development when fully occupied and shall allow the Local Planning Authority to ascertain on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected European Sites, having regard to the conservation objectives for those sites; and
 - c) All measures forming part of that mitigation package have been provided to

the Local Planning Authority.

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 for is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and Policy E14 of the Pre-Submission Havant Borough Local Plan 2036.

- 6 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 - To ensure appropriate maintenance and management arrangements are in place for all drainage features having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The development hereby permitted shall not be commenced until such time as a ground foundation scheme has been submitted to and approved in writing by, the Local Planning Authority.

Reason - To ensure groundwater and associated public water supply abstractions are protected, this condition is therefore necessary having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

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

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This condition is therefore necessary having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 No development shall commence on site until the following details have been submitted to, and approved in writing by, the Local Planning Authority:-
- (a) a scheme outlining a site investigation and risk assessments designed to assess the nature and extent of any contamination on the site.
 - (b) a written report of the findings which includes, a description of the extent, scale and nature of contamination, an assessment of all potential risks to known receptors, an update of the conceptual site model (devised in the desktop study), identification of all pollutant linkages and unless otherwise agreed in writing by the Local Planning Authority and identified as unnecessary in the written report, an appraisal of remediation options and proposal of the preferred option(s) identified as appropriate for the type of contamination found on site.
- and (unless otherwise first agreed in writing by the Local Planning Authority)
- (c) a detailed remediation scheme designed to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The scheme should include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and a verification plan outlining details of the data to be collected in order to demonstrate the completion of the remediation works and any arrangements for the continued monitoring of identified pollutant linkages.
- The above reports should be completed by a competent person, as stipulated in the National Planning Policy Framework, Annex 2, and site works should be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and BS10175:2011 Investigation of potentially contaminated sites - Code of practice.

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. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission having due regard to policies and proposals CS11, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 10 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 having due regard to policies and proposals CS11, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 11 Prior to the commencement of any development activities a site-wide ecological mitigation, compensation and enhancement plan shall be submitted to, and agreed in writing by, the Local Planning Authority. Such details shall be in accordance with the outline mitigation, compensation and enhancement measures detailed within the Ecological Survey (EcoSupport, January 2020). Any such measures shall thereafter be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason - To provide ecological protection and enhancement in accordance with Conservation Regulations 2017, Wildlife & Countryside Act 1981, NERC Act 2006, NPPF and Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 12 No development shall start on site, including any works of demolition, until a site specific Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the demolition and construction phases of the development. The Plan shall include the following details for the operation of the site during both the demolition and construction phases:

- A programme of and phasing of demolition and construction work;
- The vehicle parking arrangements for site operatives, contractors and visitors;
- The arrangements and timings for deliveries and soil removal vehicles;
- Access and egress for plant and machinery;
- Details of wheel washing facilities and their use;
- Measures to control the emission of dust and dirt during construction;
- Protection of pedestrian routes within and adjoining the site;
- Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;
- Location of temporary site buildings, compounds, construction material, spoil heaps and plant storage areas;
- Provision for the storage and collection of waste from the development; and
- Measures to control the emission of noise and vibration including methods for piling of foundations and noise mitigation measures.

Reason - In order that the Local Planning Authority can properly consider the effect of the works on the amenity of the locality in accordance with policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 13 The development hereby permitted shall not be brought into use until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 59 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plan shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.
Reason - To provide satisfactory access with sufficient levels of visibility in the interests of highway safety in accordance with policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011
- 14 All works hereby permitted shall be carried out in strict accordance with the Arboricultural Assessment & Method Statement (Barrell Tree Consultancy, May, 2020).
Reason - To ensure that trees adjoining the site are adequately protected from damage to their health in accordance with policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 .
- 15 Notwithstanding any indication of materials that may have been given in the application or in the absence of such information, no development above slab level shall take place on site until samples / details including manufacturers details of all the materials to be used for external facing and roofing for the development hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. The development works shall be carried out in accordance with the approved details.
Reason - To ensure that the materials used in the construction of the approved development harmonise with the surroundings having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 16 The scale of the dwellings hereby approved shall be a maximum of two storeys in height.
Reason - To ensure that the scale of the dwellings is compatible with the area, in the interests of the character and appearance of the area having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 17 No development shall commence on site until plans of the site showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, drives, garages and parking areas and the proposed completed height of the development and any retaining walls have been submitted to, and approved in writing by, the Local Planning Authority. The details shall clearly identify the relationship of the proposed ground levels and proposed completed height with adjacent buildings. The development thereafter shall be carried out in accordance with the approved details.
Reason - To ensure that a satisfactory relationship results between the new development and adjacent buildings and public areas. 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 having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Framework.

- 18 Prior to the occupation of each dwelling, the areas shown for the parking of vehicles (including garages and those areas marked out on the plans as being unallocated) shall have been made available, surfaced and marked out. The parking areas 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 in accordance with having due regard to policies CS11 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 19 No part of the development hereby approved shall be occupied until details for the on site provision of bin & cycle storage facilities have been submitted to and approved in writing by the Local Planning Authority. Each dwelling shall not be occupied until the bin & cycle storage of that unit has been constructed in accordance with the approved details and thereafter retained and kept available.
Reason - To ensure the adequate provision of onsite facilities in accordance with policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 20 Prior to the installation of any external lighting (excluding domestic curtilages), a detailed lighting strategy shall be submitted to, and approved in writing by, the Local Planning Authority. These details shall include the siting, height, lamp fittings and luminance of the proposed lighting. The lighting shall be installed in accordance with the approved details and retained to the agreed specification thereafter.
Reason - In the interests of ecology and in order to protect the character of the area. in accordance with policies CS16 and CS11 of the Havant Borough Local Plan (Core Strategy) 2011