HAVANT BOROUGH COUNCIL
PUBLIC SERVICE PLAZA
CIVIC CENTRE ROAD
HAVANT
HAMPSHIRE P09 2AX

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EXTRAORDINARY DEVELOPMENT MANAGEMENT COMMITTEE AGENDA

Membership: Councillor Satchwell (Chairman)

Councillors Mrs Shimbart (Vice-Chairman), Crellin, Howard, Keast, Lloyd and Lowe

Standing Deputies: Councillor David Guest, Councillor Husky Patel, Councillor Diana Patrick, Councillor Julie Thain-Smith and Councillor Joanne Thomas

Meeting: **Development Management Committee**

Date: **23 January 2020**

Time: **5.00 pm**

Venue: **Hurstwood Room, Public Service Plaza, Civic Centre Road, Havant, Hampshire PO9 2AX**

The business to be transacted is set out below:

David Brown
Monitoring Officer

14 January 2020

Contact Officer: *Mark Gregory 023 9244 6232*
Email: mark.gregory@havant.gov.uk

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PART A - (Items Open for Public Attendance)

1 Apologies for Absence

To receive and record apologies for absence.

2 Declarations of Interest

To receive and record declarations of interests from members present in respect of the various matters on the agenda for this meeting.

3 Chairman's Report

The Chairman to report the outcome of meetings attended or other information arising since the last meeting of the Committee.

4 Matters to be Considered for Site Viewing and Deferment

The Committee are invited to consider any matters they wish to recommend for site viewing or deferment.

5 Applications for Development and Development Control Matters **1 - 4**

Part 1 - Applications Viewed by the Site Viewing Working Party

5(1) APP/19/00427 - Land at Lower Road, Havant **5 - 94**

Proposal: Development of 50 new dwellings together with access, landscaping and open space.

Additional Information

GENERAL INFORMATION

IF YOU WOULD LIKE A VERSION OF THIS AGENDA IN LARGE PRINT, BRAILLE, AUDIO OR IN ANOTHER LANGUAGE PLEASE CONTACT DEMOCRATIC SERVICES ON 023 92 446 231

Internet

This agenda and its accompanying reports can also be found on the Havant Borough Council website: www.havant.gov.uk. Would you please note that committee reports are subject to changes and you are recommended to regularly check the website and to contact *Mark Gregory (tel no: 023 9244 6232)* on the afternoon prior to the meeting for details of any amendments issued.

Public Attendance and Participation

Members of the public are welcome to attend the Public Service Plaza and observe the meetings. If you wish to address the Committee on a matter included in the agenda, you are required to make a request in writing (an email is acceptable) to the Democratic Services Team. A request must be received by 5pm on **Tuesday, 21 January 2020** . Requests received after this time and date will not be accepted

In all cases, the request must briefly specify the subject on which you wish to speak and whether you wish to support or speak against the matter to be discussed. Requests to make a deputation to the Committee may be sent:

By Email to: *mark.gregory@havant.gov.uk* or DemocraticServices@havant.gov.uk

By Post to :

Democratic Services Officer
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant, Hants P09 2AX

Delivered at:

Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant, Hants P09 2AX

marked for the Attention of the “Democratic Services Team”

PROTOCOL AT MEETINGS – RULES OF DEBATE

Rules of Debate

- Councillors must always address each other as “Councillor …” and must always address the meeting through the Chairman
- Councillors may only take part in the debate if they are present at the meeting: video conferencing is not permissible
- A member of the Committee may not ask a standing deputy to take their place in the Committee for part of the meeting
- The report or matter submitted for discussion by the Committee may be debated prior to a motion being proposed and seconded. Recommendations included in a report **shall not** be regarded as a motion or amendment unless a motion or amendment to accept these recommendations has been moved and seconded by members of the Committee
- Motions and amendments must relate to items on the agenda or accepted by the meeting as urgent business
- Motions and amendments must be moved and seconded before they may be debated
- There may only be one motion on the table at any one time;
- There may only be one amendment on the table at any one time;
- Any amendment to the motion can be moved provided it is (in the opinion of the Chairman) relevant to the matter under discussion. The amendment can be a direct negative of the motion.
- The mover with the agreement of the seconder may withdraw or alter an amendment or motion at any time
- Once duly moved, an amendment shall be debated along with the original motion.
- If an amendment is carried, the motion as amended shall take the place of the original motion and shall become the substantive motion on which any further amendment may be moved.
- If an amendment is rejected different amendments may be proposed on the original motion or substantive motion.
- If an amendment is lost, other amendments may be moved to the original motion or substantive motion
- If an amendment is lost and there are no further amendments, a vote will be taken on the original motion or the substantive motion
- If no amendments are moved to the original motion or substantive motion, a vote will be taken on the motion or substantive motion
- If a motion or substantive motion is lost, other motions may be moved

Voting

- Voting may be by a show of hands or by a ballot at the discretion of the Chairman;
- Councillors may not vote unless they are present for the full duration of the

item;

- An amendment must be voted on before the motion
- Where there is an equality of votes, the Chairman may exercise a second (casting) vote;
- Two Councillors may request, before a vote is taken, that the names of those voting be recorded in the minutes
- A Councillor may request that his/her vote be recorded in the minutes

Who To Contact If You Wish To Know The Outcome Of A Decision

If you wish to know the outcome of a particular item please contact the Contact Officer (contact details are on page i of the agenda)

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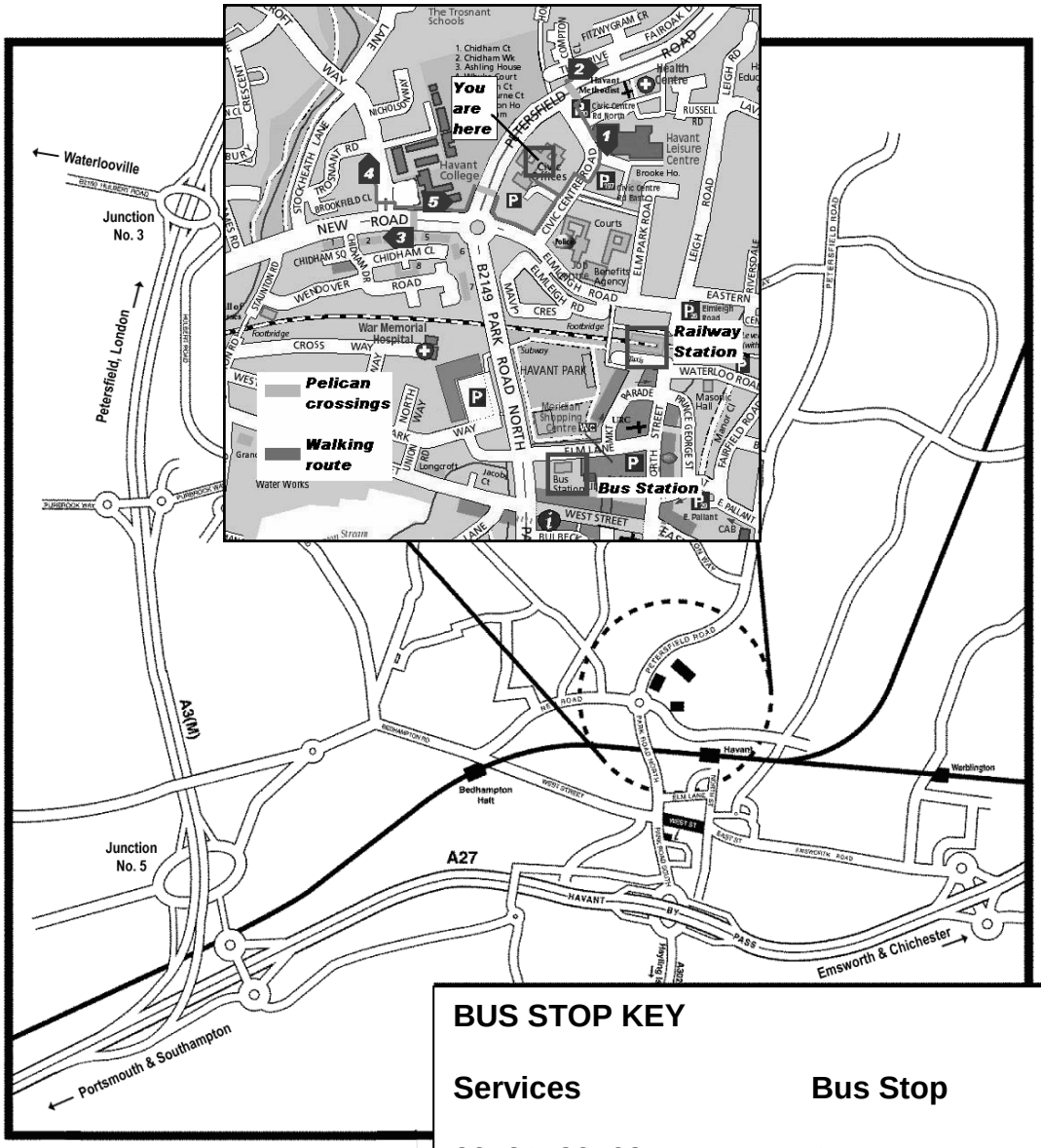
Pay and display car parking is available in the Leisure Centre car park opposite the Civic Offices as shown on the attached plan.



BUS STOP KEY

Services	Bus Stop
20, 21, 39, 63	1
20, 21,36**,39	2
23, 36**	3
23, 27**,37	4
23,27**,36**, 37	5

** - also stops “hail and ride” opposite Stop 1 in Civic Centre Road

Havant
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Public Service Plaza
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Hampshire PO9 2AX

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HAVANT BOROUGH COUNCIL

Development Management Committee

APPLICATIONS FOR DEVELOPMENT AND OTHER DEVELOPMENT CONTROL MATTERS
REPORT BY THE HEAD OF PLANNING

Applications to be determined by the Council as the Local Planning Authority

Members are advised that all planning applications have been publicised in accordance with the Code of Practice for Publicity of Planning Applications approved at Minute 207/25/6/92, and have been referred to the Development Management Committee in accordance with the Delegation Procedure for Determining Planning Applications 'Red Card System' approved at minutes 86(1)/4/97 and 19/12/97.

All views of consultees, amenity bodies and local residents will be summarised in the relevant report only if received prior to the report being prepared, **otherwise** only those views contrary to the recommendation of the Head of Planning will be reported **verbally** at the meeting of the Development Management Committee.

Members are reminded that all letters received are placed upon the application file and are available for Development Management Committee Members to read on request. Where a member has concerns on such matters, they should speak directly to the officer dealing with the planning application or other development control matter, and if appropriate make the time available to inspect the file and the correspondence thereon <u>prior</u> to the meeting of the Development Management Committee.

The coded conditions and reasons for refusal included in the recommendations are set out in full in the Council's Manual of Model Conditions and Reasons for Refusal The standard conditions may be modified to meet the specific circumstances of each individual application. Members are advised to bring their copies to the meeting of the Development Management Committee.

In reaching decisions on the applications for development and other development control matters regard should be paid to the approved development plan, all other material considerations, the views of consultees, the recommendations of the Head of Planning, and where applicable the views of the Site Viewing Working Party.

The following abbreviations are frequently used in the officers' reports:

HPS	Head of Planning Services
HCSPR	Hampshire County Structure Plan - Review
HBLP	Havant Borough Local Plan (comprising the adopted Core Strategy 2011 and saved policies from the District Wide Local Plan 2005. A related emerging document is the Draft Allocations Plan 2012)
HWLP	Hampshire, Portsmouth & Southampton Minerals & Waste Local Plan
NPPF	National Planning Policy Framework 2012
HBCCAR	Havant Borough Council Conservation Area Review
AONB	Area of Outstanding Natural Beauty
CA	Conservation Area
LB	Listed Building included in the list of Buildings of Architectural or Historic Interest
SAC	Special Area of Conservation
SINC	Site of Importance for Nature Conservation
SPA	Site identified as a Special Protection Area for the protection of birds under the Ramsar Convention
SSSI	Site of Special Scientific Interest
FP	Definitive Footpath
POS	Public Open Space
TPO	Tree Preservation Order
HBC	Havant Borough Council
GPDO	Town & Country Planning (General Permitted Development) Order
DMPO	Town & Country Planning (Development Management Procedure)(England) Order 2010 amended
UCO	Town & Country Planning (Use Classes) Order
S106	Section 106 Agreement
Ha.	Hectare(s)
m.	Metre(s)

RECOMMENDATIONS

To reach decisions on the applications for development and other matters having regard to the approved development plan, all other material considerations, the views of consultees, the recommendations of the Head of Planning, and where applicable the views of the Site Viewing Working Party.

Implications

Resources:

None unless detailed in attached report.

Legal:

Details set in the individual reports

Strategy:

The efficient determination of applications and making of other decisions under the Town & Country Planning Acts in an open manner, consistent with the Council's planning policies, Regional Guidance and Central Government Advice and Regulations seeks to ensure the appropriate use of land in the public interest by the protection and enhancement of the natural and historic environment; the promotion of the economy; the re-use of existing buildings and redevelopment of 'brownfield' sites; and the promotion of higher densities and good quality design in all new development all of which matters assist in promoting the aims of the Council's Community Strategy.

Risks:

Details set out in the individual reports

Communications:

Details set out in the individual reports

Background Papers:
Individual Applications with Case Officers

Simon Jenkins
Head of Planning

Nick Leach

Monitoring Officer

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Site Address: Land at Lower Road, Havant
Proposal: Development of 50 new dwellings together with access, landscaping and open space.

Application No:	APP/19/00427	Expiry Date:	31 January 2020
Applicant:	Bargate Homes		
Agent:	Luken Beck	Case Officer:	Daphney Haywood
Ward:	Bedhampton		

Reason for Committee Consideration: The application is contrary to the provisions of the adopted development plan.

Density: 20 dwellings per hectare

HPS Recommendation: **GRANT PERMISSION**

Executive summary

The proposal is for a development of 50 new homes with 2 hectares (ha) of open space on greenfield Grade 1 and 2 agricultural land of 3.8 hectares (ha). The developable area is 2.6ha and the proposed density is 20 dwellings to the hectare(dha). The site is located to the south of Lower Road, adjoining the Old Bedhampton Conservation Area as extended under the recent review, and to the north of the railway and A27. The site is identified as a secondary support site for Solent Waders and Brent Geese, is within the Bechstein's bat area of search and covered by an Area Tree Preservation Order. The key matter of principle in dealing with this application is whether it should be considered prior to the submission and adoption of the Havant Borough Local Plan 2036 and if so whether the proposal represents sustainable development.

In terms of the principle of development, the site is not allocated in the development plan. As such, it is advertised as a departure from the development plan. However, since the Havant Borough Local Plan (Core Strategy) and the Havant Borough Local Plan (Allocations Plan) were adopted an assessment of the housing need for the borough now shows that significantly more homes are needed and therefore all possible sites must be re-assessed and considered as to whether their development would be sustainable. An initial re-assessment of all potential housing sites was undertaken through the now revoked Local Plan Housing Statement (Adopted December 2016) and continues to evolve through the emerging Havant Local Plan 2036. The site was included in the Housing Statement. It is also a proposed allocation in the Pre-Submission Havant Borough Local Plan 2036.

It is accepted that elements of the proposal do not fully comply with elements of emerging policies in the Local Plan 2036, with specific regard to provision of a fully compliant provision of technical housing standards (shortfall of 4 of units satisfying the Nationally Described Space Standards (NDSS)) and infrastructure for electrical vehicle charging. However, the scheme does provide elements which exceed emerging policies, particularly with regard to significant open space provision for existing and future residents. The NPPF (paragraph 48) sets out that weight can be given to relevant policies in emerging plans depending on, amongst other things, the stage of preparation of the emerging plan and the extent of unresolved objection to individual policies. At the current stage where the Local Plan 2036 has been published but not yet submitted, and in combination with the level of objection to these policies, they can be afforded only limited weight at this time.

Whilst the scheme is contrary to the development plan, national policy is a material consideration. This includes the Borough's five year supply of deliverable land for housing . Whilst the Borough has a five year supply, this is reliant on development identified in the Pre-Submission Local Plan, including this site, coming forward. Without these developments, the Borough would inevitably not be able to maintain a constant five year supply of housing land. Therefore, national policy considerations may be placed in the planning balance against the conflict with the current development plan

The proposal has been subject to extensive review and consultation resulting in the plans being improved and amended to address concerns - revising the design, layout and improving landscaping, which has improved the relationship of the development in respect to the Conservation Area and neighbouring residential properties. The application is supported by an Infrastructure Delivery Statement (IDS) together with specialist reports in respect to the key issues, including heritage, landscape impact, ecology, archaeology, highways and drainage. Full extended publicity has been undertaken on the initial and amended plans including consultation, notification of neighbours, site notices and advert in the press.

The proposal is for a cul-de-sac development with dwellings of traditional design, ranging in size from 2 bed to 4 bed and in height from single to 2 storeys. The proposed dwellings would be constructed to a high design standard in high quality materials. 30% of the dwellings would be affordable. Vehicular access would be off Lower Road and would take the form of a single vehicular access. Pedestrian and cycle links connect the site to Lower Road with proposed connection around the communal open space, which would provide a community orchard, and children's allotments, with opportunities for outdoor activity.

Following further review and consultation in respect to vehicle, pedestrian and cycle access to the site, the submitted details have been amended in agreement with the Highway Authority. The modelling of the assessed junctions has been extended to 2014 including the 'Forty Acre Farm' site (planning reference APP/18/00450) as a committed development. The Highway Authority does not consider that the development will lead to an unacceptable impact on highway safety or a severe impact on the road network and as such no objection has been raised in relation to this issue.

The impact, including access, of the development on Heritage has been assessed. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area. Whilst the site in question does not lie within the Old Bedhampton Conservation Area, it does affect that Conservation Area's setting.

It is therefore relevant to take account of paragraph 194 of the NPPF, which states

"Any harm to, or loss of, the significance of a designated heritage asset (from its alteration, destruction, or from development within its setting), should require clear and convincing justification'…

Overall, it is however, that harm could be moderated through the careful design and layout of the proposals. Therefore, it is concluded that less than substantial harm would result. In accordance with NPPF, that is a matter which needs to be weighed against the public benefits of the proposal and the overall planning balance.

In respect to the landscape impact, there is a negative, especially in the short term and this needs to be given weight in the overall balance of the planning considerations.

The site is in flood zone 1 and the Environment Agency and Local Lead Flood Authority have raised no objection to this development subject to conditions, and are content with the measures in place to ensure that the development is free from the risk of flooding and that the site is sustainably drained.

The Council has conducted a Habitats Regulations Assessment (HRA) of the proposed development under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, this includes an Appropriate Assessment under Regulation 63. The screening under Regulation 63(1)(a) found that there was likely to be a significant effect on several of the Solent's European Sites. The subsequent Appropriate Assessment included a package of measures based on the suggested scale of mitigation in the Solent Recreation Mitigation Strategy, Position Statement on Nutrient Neutral Development and the Solent Waders and Brent Goose Strategy Guidance together with a Construction Environment Management Plan. The Appropriate Assessment concluded that this is sufficient to remove the significant effect on the European Sites which would otherwise have been likely to occur. Natural England were consulted and concur with the findings of the Habitats Regulations Assessment.

To conclude, it is considered that the scheme would contribute to the need for housing in the Borough, providing both market and affordable dwellings on a sustainable site which has been allocated for housing in the draft plan. As such this should be given substantial weight. In assessing the proposal (including associated evidence) against the adopted local plan, the National Planning Policy Framework (NPPF), in combination with the direction of travel of the emerging local plan, and given the need to maintain a five year supply of deliverable housing sites, the benefits are considered to outweigh the harm and the proposal is recommended for permission.

1 Site Description

1.1 The site is located on Lower Road in Bedhampton to the west of Havant town centre and to the north of Langstone Harbour and comprises approximately 3.8ha of arable agricultural land (classification of Grades 1 and 2). It is located approximately 1km west of Bedhampton railway station, Bidbury Mead Recreation Ground and Bidbury school.

1.2 Bedhampton is predominantly a low rise residential area, of varying styles and materials. With the exception of the Old Manor Farm development, the development that has taken place is mostly north of the development site.

1.3 To the east of the site, beyond an existing mature line of conifer trees which enclose the eastern boundary, the area is designated as a Conservation Area (CA) – the Old Bedhampton Conservation Area. This area to the east comprises the main part of the Conservation Area and is divided into two by the railway line which was constructed in 1847. The boundary of the Conservation Area has recently been reviewed and now includes the Old Manor Farm site, which adjoins the northern boundary of the site.

1.4 The Conservation Area includes a number of listed buildings, including The Old Rectory, The Manor and Bidbury House. Part of the site (north facing) fronts onto Lower Road with the remaining northern boundary abutting the small development of farm buildings that have been converted into residential dwellings (Old Manor Farm). The western boundary is not defined and is part of the open field. The southern boundary faces the railway line with some landscaping whilst further to the south is the A27 (Havant Bypass).

1.5 The site boundary to Lower Road comprises mature hedging, broken by a gap in the north west corner to provide access. Along Lower Road, adjacent to the site are a number of dwellings which vary greatly in their vernacular style. Dwellings range from small period terraced cottages to large detached two storey houses, with a number of single storey and chalet style bungalows

1.6 To the east of the site is the Old Bedhampton Conservation Area, divided into two by the railway line which was constructed in 1847. Compared to the density of Bedhampton as a whole the density of the Conservation Area is relatively low and features a number of character buildings. The materials found in the Conservation Area are predominantly brick with tiled roofs, some with parapet detailing as with The Old Rectory and Bidbury House. Most buildings do not exceed 2.5 storeys and generally feature a pitched roof structure. A Heritage Statement has been submitted in support of this planning application.

1.7 The site, which is located within Flood Zone 1, is covered by an Area Tree Preservation Order in respect to the now mature conifer trees on the eastern boundary. The land is located south of Portsmouth Water Ground Water Source Protection Zone One (SPZ1) and the southern part provides secondary habitat for Brent Geese and Waders. Overall the land falls by around 3 metres towards the west/south corner.

2 Planning History

2.1 GEN/17/00884 - Development Consultation Forum (DCF) on 23 May 2018 – in respect to a residential proposal for 50 new homes (30% affordable housing).

2.2 The Old Bedhampton Conservation Area Appraisal and Management Plan (CAAMP) has recently been reviewed to include a new Character Area 5 which includes the Old Manor Farm buildings, being adjacent to the development site. The CAAMP which does not include the application site was adopted by the Full Council on 25th September 2019.

3 Proposal

3.1 The proposal is for the erection of 50 dwellings including a 30% provision of affordable homes, provision of public open space, community orchard, allotments and associated infrastructure.

3.2 The development, which would be accessed off Lower Road, would provide a variety of dwellings ranging from 2 to 4 bedrooms in size comprising 22 x 2 bed, 18 x 3 bed and 10 x 4 bed. The majority of the development would consist of 2 storey houses, with some single storey bungalows (5) adjacent the northern boundary with Old Manor Farm. The proposed development will embrace a very traditional appearance, taking inspiration from the surrounding vernacular, particularly the older properties located in the Old Bedhampton area and the Old Manor Farm development. Clay and slate tiled roofs, brick chimneys with brick elevations are proposed with some timber boarding to key buildings, garages, car barns and porches. The window fenestration will have Georgian and cottage style glazing bars to give a traditional appearance, and the built form would incorporate Brick Chimneys, Timber Boarding, Black Rainwater Goods, Exposed Rafter Feet, Timber Framed Porches and Dormer Windows.

3.3 The application proposes the ultimate replacement of the mature TPO conifers enclosing the eastern boundary of the site, once the proposed planting to the east has

established they are to be replaced with native species of a similar mix to the planting proposed to the east, namely; field maple, alder, oak and holm oak standards with a native understorey of field maple, hazel, hawthorn, holly and blackthorn to ensure a good mix of fast-growing and legacy species with native species for biodiversity and to respect the character of the paddocks to the east with the added screening benefit of evergreens.

3.4 The proposed scheme for the site has continued to evolve since the submission of the original application in response to comments from the internal and external consultees, local residents and officers at the Council. The amendments made to the scheme from the original submitted layout include: -

- Improved to footpaths along Bidbury Mead
- Improvement to the site access to aid the movement of a refuse vehicle and other large vehicles/footpath
- Retention of hedging
- Additional landscaping including hedging and more native tree planting to replace the mature conifers on the eastern boundary
- More detailed drainage plans
- Improved garden provision to accord with the Borough Design Guide
- Siting of the development to have regard to a potential right of way referred to as Narrow Marsh Lane to allow for the public to transverse this route.

Nature of housing proposed

3.5 In terms of the proposed 50 dwellings (22 No. 2 bed, 18 No. 3 bed and 10No 4 bed), 30% (15 dwellings, 7 No. 2 bed houses, 4 No. 2 bed bungalows and 4 No. 3 bed houses) would be delivered as affordable units.

Drainage

3.6 The development provides approximately 2ha of open space and a Sustainable Urban Drainage scheme (SUDs) would deal with surface water flows at the site. This is outlined in section 7 of this report.

Allotment and Orchard

3.8 The proposal includes the provision of approximately 2ha of open space including allotments and an orchard, which are located to the south of the residential development.

Proposed Access and parking

3.7 The site would be served by a single vehicular access onto Lower Road and car parking within the scheme has been designed in line with the Havant Borough Council Parking SPD (July 2016, revised 2019). In accordance with this document there is a total of 136 parking spaces with 127 spaces for residents and 9 visitor parking bays, which consist of garages (3 x 6m), open parking spaces in private parking courts, on-curtilage parking, lay-bys and visitor spaces. The development would also provide 120 cycle parking spaces in accordance with adopted standards.

3.8 The planning application includes the following documents:

Statement of Community Involvement
Statement of Conformity with the emerging Local Plan
Air Quality Assessment
Archaeological Desktop Assessment
Land Contamination Assessment

Ground Conditions Report
Affordable Housing Statement
Infrastructure Delivery Statement
Ecological Mitigation and Management Plan
Wintering Bird Survey Report
Report to inform Habitats Regulations Assessment Stage 1 and 2 – August 2019
Reptile Survey Report
Bat Activity Survey Report
Extended Phase 1 Habitat Survey
Transport Assessment
Sustainability Review Report
Arboricultural Impact Assessment and Method Statement
Flood Risk Assessment
Landscape Masterplan
Landscape & Visual Impact Assessment
Tree Report
Tree Protection Plan
Noise Impact Assessment
Planning, Design & Access Statement

4 Policy Considerations

National Planning Policy Framework 2019

The National Planning Policy Framework (the 'NPPF') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. There is a general presumption in favour of sustainable development unless material considerations indicate otherwise. Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment). Local circumstances should also be taken into account, so they respond to the different opportunities for achieving sustainable development in different areas.

Havant Borough Local Plan (Core Strategy) March 2011

Section 70(2) of the Town and Country Planning Act 1990 (as amended) and Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) require a local planning authority determining a planning application to do so in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan for Havant Borough consists of the Havant Borough Local Plan (Core Strategy), the Havant Borough Local Plan (Allocations Plan) and the Hampshire Minerals and Waste Plan. The proposed development is not supported in principle by the Development Plan.

The following policies are particularly pertinent to the determination of this application:

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
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
The following policies are particularly pertinent to the determination of this application:
AL1 (Presumption in Favour of Sustainable Development)
DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
DM23 (Sites for Brent Geese and Waders)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Local Plan Housing Statement
The Local Plan Housing Statement (the Housing Statement) was adopted by the Council on 7 December 2016. It represented the first stage in the preparation of the Havant Borough Local Plan 2036. The Housing Statement also identified that it was necessary to maintain a supply of housing onto the market in order to meet the requirements for a five year housing land supply.

As such, sites were identified for 'early release' and that the Council would support the principle of development on the sites prior to the adoption of the Havant Borough Local Plan 2036. The Housing Statement was revoked at the same time as the Pre-Submission Havant Borough Local Plan 2036 was approved by the Full Council. Nonetheless, the preparation of the site began during the lifetime of the Housing Statement and it represents a significant step to the site coming forward.

Pre-submission Havant Borough Local Plan 2036

The Pre-submission Havant Borough Local Plan 2036 was approved by the Council on 30 January 2019 and was subsequently published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) for public consultation between 4 February 2019 to 18 March 2019. After this period, the next stage in the plan's preparation will be the submission of the Local Plan for independent examination and thereafter adoption.

Until this time, the Pre-Submission Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 48 of the NPPF. This confirms that weight may be given to policies in emerging plans depending on a number of factors. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced below are currently afforded limited weight, dependent on the extent to which there are unresolved objections to relevant policies.

The relevant planning policies of the emerging Local Plan are:
DR1 – Delivery of Sustainable Development
DR2 - Regeneration
IN1 - Effective Provision of Infrastructure
IN2 – Improving Transport Infrastructure
IN3 – Transport and Parking in new development
IN5 – Future management and management plans

E1 – High Quality Design
E2 - Health and wellbeing
E3 – Landscape and settlement boundaries
E6 – Best and most versatile agricultural land
E9 - Provision of public open space in new development
E12 – Low Carbon Design
E13 – Historic Environment and heritage assets
E14 – The Local Ecological Network
E15 – Protected Species
E16 – Solent Special Protection Areas
E17 – Solent wader and Brent Goose feeding and roosting sites
E18 – Trees, hedgerows and woodland
E19 – Managing flood risk in new development
E20 – Drainage infrastructure in new development
E22 – Amenity and pollution
H1- High Quality Homes
H2 – Affordable Housing
H3 – Housing Density
H4 – Housing mix
H5 – Retirement and specialist housing
H20 – Land at Lower Road

Supplementary Planning Documents
The following Supplementary Planning Documents (SPDs) are also relevant:
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Listed Building Grade: No Listed Buildings lie within the application site.
Conservation Area: Site lies adjacent to the Old Bedhampton Conservation Area.

5 Statutory and Non Statutory Consultations

Planning Policy

Policy Status:
The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, provide the development plan for the borough. The Pre-submission Havant Borough Local Plan 2036 (HBLP 2036) was approved by the Council on 30 January 2019 and can be afforded limited weight.
The following policies are of particular relevance:

- • CS17 – Concentration and Distribution of Development within Urban Areas
- • AL2 – Urban Area Boundaries and Undeveloped Gaps between Settlements

In the Pre-submission Plan the following policies are of particular relevance:

- • DR1 | Delivery of sustainable development
- • E3 | Landscape and settlement boundaries
- • IN1 | Effective provision of infrastructure
- • IN3 | Transport and parking in new development
- • IN5 | Future management and Management Plans
- • E1 | High quality design
- • E2 | Health and wellbeing
- • E9 | Provision of open space in new development

- • E12 | Low carbon design
- • E13 | Historic environment and heritage asset
- • E16 | Solent Special Protection Areas
- • E17 | Brent Goose and Wader feeding and roosting sites
- • H1 | High quality new homes
- • H2 | Affordable housing
- • H3 | Housing density
- • H4 | Housing mix
- • H20 | Land south of Lower Road

Principle of Development:
In the adopted local plan, the site lies outside of the urban area as defined by policies CS17 and AL2 of the adopted plan. These policies seek to restrict development in these locations, except in exceptional circumstances. I do not consider that any of the exceptions in the policy apply here, the proposal being a residential development on greenfield land.

The site is however identified as a proposed allocation in the Pre-Submission Local Plan under Policy H20. This continues the direction of travel that was set out in the Local Plan Housing Statement (now revoked) in 2016 and the subsequent Draft Local Plan consultation in 2018.

Overall, whilst the adopted Local Plan resists the principle of development in this location, the emerging plan clearly supports the principle, and this must be given weight in the determination of this application. In terms of the latter, the applicant has submitted a Statement of Conformity but does not include an assessment against all of the relevant policies in the Pre-Submission Local Plan and is limited in terms of the information provided.

Development Requirements:
The emerging site allocation policy sets out development requirements which should be considered in the determination of this application.

High Quality Design and Heritage:
The development proposals are subject of a detailed planning application reflecting the proximity of the Old Bedhampton Conservation Area in line with Policy H20.
Criteria b. of the emerging policy (H20) sets out which nearby heritage assets and their setting must be addressed. The Council's Conservation Officer will be able to advise whether these have been satisfactorily addressed as part of the applicant's Heritage Statement.

Ecology:
The site is identified as a Low Use Site for Solent Waders and Brent Geese (SWBG) under emerging policy E17 in the Pre-Submission HBLP 2036, and within the Brent Goose and Wader Strategy (October 2018) (SWBGS). Development proposals on, or adjacent to, sites which are used by Solent Waders and/or Brent Geese need to be assessed in line with the appropriate regulations. The proposals will, therefore, require a project level Habitats Regulations Assessment (HRA) and, if necessary, an Appropriate Assessment (AA).
Policy E17 states that development proposals on Low Use Sites will be permitted where:

i. On site mitigation is provided which is based upon appropriate ecological assessments to the satisfaction of the Council and Natural England; or

j. A financial contribution is provided consistent with the SWBG Strategy.

On this basis, the submitted Ecological Assessment suggests the development proposals will contribute to appropriate avoidance measures through a Section 106 agreement.

The site also lies in an Opportunity Area as defined by the Local Ecological Network Map where there are opportunities to recreate or restore habitats. The Council's Ecologist will be able to provide further advice on this matter.

Source Protection Zones:

The site lies outside, but in close proximity to the Groundwater Source Protection 1c for Bedhampton and Havant Springs. Policy DM10 (in the Adopted Local Plan) and emerging Policy E21 (in the Pre-Submission Local Plan) are therefore of relevance. It is also noted that there are multiple mapped 'solution features' within 500m of the site. The Environment Agency and Portsmouth Water will be able to provide further advice in terms of where solution features are present, and if any conditions should be imposed.
The site overlays a Principal Aquifer and the developer should be aware of the possible constraints to construction methods with regard to protection of the water environment in line with policy E21 and/or further advice from Portsmouth Water.

Conclusion
The principle of the development of this site is supported by the emerging policy position in the Pre-Submission HBLP 2036.

In terms of the detailed development management policy considerations, an assessment will need to be made regarding the weight which should be afforded to emerging policies. The applicant's statement of conformity with the emerging Local Plan should be used to inform that assessment and further information is required in this regard.

Conservation Officer
Initial Comments

Background
The application site is located in Bedhampton and is currently used as farmland. The site is adjacent to the Old Bedhampton Conservation Area and is positioned to the south west of the conservation area boundary, just south of Lower Road. To the south of the site lies the railway line and further south of this is the A27.
The site has been identified as a housing allocation site (Policy H20) in the new Draft Local Plan 2036, which is currently going through the adoption process. It was also proposed as a housing site in the Council's Local Plan Housing Statement 2016, which identified the site in principle for up to 50 dwellings.
The Old Bedhampton Conservation Area is also in the process of being reviewed with a revised Character Appraisal and Management Plan updating the original appraisal from 1980. This has been through the public consultation process and is awaiting final adoption by the Council.
There are some site constraints set out in Draft Policy H20 which relate directly to heritage. These are as follows:
- The site is adjacent to the Old Bedhampton Conservation Area
- The Old Manor Farm is adjacent to the north and is of local historic interest
- The site is near the Grade II listed buildings of the Church of St Thomas, the Old Mill House, the Elms, Manor Cottage, Bidbury House, Spring Lawn and Manor

House.
The application has been submitted with the inclusion of a Heritage Statement by Terence O'Rourke Ltd, which assesses the impact on the nearby heritage assets.

Proposal
The proposal is for 50 dwellings with access taken from Lower Road and includes a mixture of single storey and two-storey dwellings. In the northern part of the site, the dwellings would be set back from Lower Road with the existing hedgerow retained and include detached dwellings, with single storey dwellings adjacent to the Old Manor Farm buildings. The development includes a central green space and also a landscaping buffer to the rear of the site, which will include an attenuation basin. The footbridge over the railway (not a PROW) will remain in situ. The new dwellings would be of a traditional design, proposing materials such as clay and slate roofs, brick, chimneys, black rainwater goods, timber windows, and timber framed porches.

Policy Considerations
Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area.

The recently published Good Practice Advice Notes 1, 2, 3 from Historic England, supersede the PPS 5 Practice Guide which has now been withdrawn by Government. The Historic Environment Good Practice Advice (GPA) in Planning Note 2, states at paragraph 4: The significance of a heritage asset is the sum of its archaeological, architectural, historic, and artistic interest and provides at paragraphs 8, 9 and 10 that in order for the Local Planning Authority to make decisions in line with legal requirements, the objectives of the development plan, and the policy requirements of the NPPF, great importance is placed on understanding the nature, extent and level of the significance of the heritage asset.

Of particular relevance for this application, given its location adjacent to the Conservation Area, is Good Practice Advice (GPA) Note 3 – The Setting of Heritage Assets. This note provides advice on understanding setting, how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views contribute to setting. This guidance note also advises that setting is not a heritage asset or a designation in itself, but its importance lies in what it contributes to the significance of the heritage asset. The National Planning Policy Framework (NPPF) 2019 sets out the policies that the Council must take into account when determining planning applications. The NPPF sets out, in Section 16, the proposals regarding Conserving and Enhancing of the Historic Environment. The following paragraphs are of particular relevance:

Para. 189 advises that in determining planning applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including the contribution made by their setting.

Para. 192 advises that in determining applications, local planning authorities should take account of:

a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
b) The positive contribution that conservation of heritage assets can make to sustainable communities including economic vitality; and
c) The desirability of new development making a positive contribution to local character

and distinctiveness.

Para. 194 states that any harm to the significance of a designated heritage asset requires clear and convincing justification. It should also pass certain tests depending on the magnitude of harm caused.

Para. 196 states that where a development proposal will lead to less than substantial harm, this harm should be weighed up against the public benefits delivered by the proposals.

Current Local Plan Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) at section 4, advises that planning permission will be granted for development whereby it protects and where appropriate, enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to Conservation Areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.

Policy DM20 from the adopted Allocations Plan 2014 advises that planning permission will be granted for development that conserves and enhances the historic assets of the Havant Borough and that a heritage statement is expected for developments which have the potential to affect heritage assets.

Emerging Policy E13 from the Draft Local Plan 2036 provides similar advice to existing Policy CS11, but also adds that where harm cannot be avoided, mitigation must be proportionate to the impact and the significance of the heritage assets and fully incorporated into the development proposals.

Key points from Heritage Statement (Terence O'Rourke Ltd) and Draft CAAMP (Havant Borough Council)

The Heritage Statement by Terence O'Rourke Ltd describes the significance of Old Bedhampton in Chapter 3, detailing the key listed buildings and the general growth of the village. Para. 3.6 makes reference to the Figure 2 map (1810) which shows large square fields parallel to the coastal road and two narrow routes leading south from Lower Road to Broad Marsh. Para. 3.8 makes reference to the 1868 map (Figure 3) which shows the area beneath Lower Road as a single large field parcel, with the route south to the marshes retained and crossing a bridge over the new railway. Para. 3.10 highlights in the introduction of Manor Farm in 1909 which was a new farm comprising planned courtyard of farm buildings and three houses on the south side of the road. Housing on the north side of Lower Road continued to emerge up until the 1950s.

The Old Bedhampton Conservation Area, which was first identified in 1980 has recently been reviewed with the inclusion of Manor Farm (adjoins the application site) and an updated Character Appraisal and Management Plan (CAAMP).

Para. 2.7 of this appraisal identified 'the immediate setting of the Conservation Area is an important aspect of its significance, particularly areas such as Bidbury Mead, lands to the south of Bidbury Lane and farmlands to the south and south west of Lower Road. These lands have provided a rural setting of the Conservation Area and settlement. Any proposed development with these areas would have to meet the requirements set out in Listed Buildings and Conservation Areas Act 1990. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of

preserving or enhancing the character and appearance of that area'.

Para 2.8 goes on to identify – 'Apart from changes to the mill lands to the south and southeast, the conversion of Manor Farm and development to the north side of Lower Road, the historic landscape and field patterns remains remarkably intact, including the network of routes, tracks and paths, some of which have their origins recorded as far back as the 1770s'.

Para 2.9 – 'Exceptions include the intrusive row of non-native coniferous trees that form a new boundary line between the fields to the south of Lower Road. Also the route of Narrow Marsh Lane which is known to have existed in circa. 1709 and on historic map dating from 1797 (Figure 6), which leaves Lower Road and leads to a bridge over the railway line to the land beyond. Recorded as a route in the late 18th century, it is now a track. The link to the harbour was severed by the construction of the A27 by pass'.

Para 4.7 identifies the existing urban grain – 'Due to the limited periods of change, the spatial and contrasting urban grain and development patterns are legible. For example, the nucleated yet loose pattern within the historic core sits in contrast to the interwar and post-war development to the north and west. The late Victorian / early Edwardian terracing to the west is distinct in terms of its grain and density being much tighter than that of the interwar development north of Lower Road and the large detached dwellings sitting within ample grounds within the historic core. The rural setting to the settlement is a key feature of its character including the location of buildings that had a link with the working landscape'.

Para 4.12 - The farmlands to the south and south west of the current lanes are considered to reinforce the rural origins of the settlement. This role is evidenced by the surviving farm group to the south side of Lower Road and the farmland with the historic route / footpath leading to another bridge providing access to the severed area south of the railway line. The presence of the line of non-native conifers intrudes into this setting but does not remove the sense of that connection.

Responses from local residents were made during the consultation on the draft CAAMP, that the boundary of the Conservation Area should be reviewed to include the land south of Lower Road (including former farm buildings and agricultural lands) (amongst other areas), as these have important historic connections to the Conservation Area. However, the Council's response was that 'although these areas form part of the setting to the Conservation Area, and historic connections can be evidenced from mapping and other sources, they are mainly fields that do not have the special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Therefore, these areas were not included within the recommended revised boundary of the Conservation Area'.

Assessment
The NPPF makes clear the importance of identifying and assessing the particular significance of any heritage asset and explains that this needs to be taken into account when considering the likely impact that development proposals may have. The NPPF also requires that 'a thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it'.

The NPPF also advises that 'the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an

important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.'

In this regard the heritage assets are the Old Bedhampton Conservation Area and the listed and locally listed buildings which form part of the Conservation Area. The significance of the Old Bedhampton Conservation Area derives from a dispersed pattern of development, with expansive green spaces and fields to the East, South and South West. There is an eclectic mix of dwellings of varying styles and ages, reflective of the village's incremental historic growth. Overall, this results in an informal, loose knit appearance, which is reinforced by the network of narrow, often windy lanes and the predominance of mature trees and hedges, both within gardens and as property boundaries. This gives the Conservation Area a sense of tranquillity and rural character, in spite of its proximity to the more suburban development that sits to the west and north of the area.

Part of the analysis on the impact on setting, is to establish whether the setting of an affected heritage asset makes a contribution to its significance and the extent and/or nature of that contribution. Both setting, and views which form part of the way a setting is experienced, may be assessed additionally for the degree to which they allow significance to be appreciated.

The Conservation Area's setting to the south and south west is dominated by open countryside. The Conservation Area derives part of its significance from this setting, which contributes to the rural character of the Conservation Area and is important in supporting its historic separation, both physically and in terms of character, from 20th century developments that encroached onto the area.

The introduction of new dwellings south of Lower Road, will alter the landscape and increase the urban boundary southwards towards the railway line and closer towards Old Manor Farm, although this will be separated by a narrow landscape buffer and rear gardens of only single storey dwellings. The proposal would also extend development into the wider open countryside setting that contributes to the significance of the Conservation Area, diminishing the perception of largely unaltered rural surroundings.

However, as in the case of the impact on the setting of the Conservation Area, detailed above, it is considered that the overall extent of harm to the setting of the Conservation Area, would be **less than substantial**.

This view is formed by the understanding that the direct impact to the listed buildings and their immediate settings would be low and that the proposed development has been designed in such a way that it would minimise harm (to a degree) through the proposed site layout.

The proposed development would be set back from the existing dense boundary hedgerow to the south of Lower Road and would be only marginally visible from further up Lower Road, when travelling south, moving outside of the Conservation Area boundary. The lowest density of housing is proposed near the Lower Road boundary and this will include extensive landscaping and be well spaced to provide a sense of openness and a rural character. Traditional style materials are proposed which is positive, which appear to be well suited to the palette of materials in the local vernacular.

Conclusion
Overall, is it considered the development would not either preserve or enhance the setting of the Conservation Area subject to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area.

However, as the harm to the significance of the heritage asset can be moderated to a degree, it is concluded that less than substantial harm would result. In accordance with NPPF, this is a matter which needs to be weighed against the public benefits of the proposal and the overall planning balance.

Please note at time of this response, the Old Bedhampton CAAMP 2019 is still awaiting final adoption by the Council. If further changes are made to this document, then an updated response will be provided.

Further Conservation Response

This further response is provided following the formal adoption of the Old Bedhampton Conservation Area Appraisal and Management Plan (CAAMP) by the Full Council on 25th September 2019. Please refer to the original heritage response for background, legislation and assessment which still forms part of the overall heritage response.

This further response considers what impact the revised CAAMP has following its recent adoption. The original heritage response concluded that overall, it is considered the development would not either preserve or enhance the setting of the Conservation Area subject to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area.

However, as the harm to the significance of the heritage can be moderated to a degree, it was concluded that less than substantial harm would result. In accordance with NPPF, this is a matter which needs to be weighed against the public benefits of the proposal.

Final adopted version of the Old Bedhampton CAAMP 2019
The Council resolved the alter the boundary of the Conservation Area to include three new Character Areas (3, 4 and 5)

Of most relevance to the consideration of the proposal APP/19/000427, is the new Character Area 5 which includes the Old Manor Farm buildings, being adjacent to the development site. These buildings have been included within the Conservation Area as whilst they are no longer in their original agricultural use, they retain some interesting architectural features and the relationship between the buildings is distinctly that of a farmyard arrangement.

In the original response, the impact of the proposal on Old Manor Farm was considered as a locally listed building. As these buildings now form part of the Conservation Area, greater weight is attached to its status as a designated heritage asset. As stated in the original response, the Conservation Area's setting to the south and south west is dominated by open countryside. The Conservation Area derives part of its significance

from this setting, which contributes to the rural character of the Conservation Area and is important in supporting its historic separation, both physically and in terms of character, from 20th century developments that encroached onto the area.

The introduction of new dwellings south of Lower Road, will alter the landscape and increase the urban boundary southwards towards the railway line and closer towards Old Manor Farm, although this will be separated by a narrow landscape buffer and rear gardens of only single storey dwellings. The proposal would also extend development into the wider open countryside setting that contributes to the significance of the Conservation Area, diminishing the perception of largely unaltered rural surroundings.

However, as in the case of the impact on the setting of the Conservation Area, including the new Character Areas and in particular Character Area No. 5, it is considered that the overall extent of harm to the setting of the Conservation Area, would be **less than substantial**.

This view is formed by the understanding that the proposed development has been designed in such a way that it would minimise harm (to a degree) through the proposed site layout, with the lowest density of housing being proposed near the Lower Road boundary and this will include extensive landscaping and be well spaced to provide a sense of openness and a rural character. Traditional style materials are proposed which is positive, which appear to be well suited to the palette of materials in the local vernacular.

If the application it to be approved, it is advised that a condition requiring materials samples to be provided and agreed prior to any above ground development taking place is included on any decision.

Historic England
On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

Hampshire Highways
Initial comments

Existing Conditions
Walking and Cycling
Lower Road is a rural style road with limited footway provision. Across the site frontage there is currently no footway on the southern side of Lower Road and on the north side provision at its junction with Lodge Road and a short section leading in to and just around the sharp bend at the eastern end of the site. There is another section commencing about 50m. to the north all the way to Brookside Road. There is a link from Lodge Road to Bedhampton Road via Footpath 107 which also connects the site to the wider provision in Bedhampton.

Lower Road makes up part of Havant Borough Council's formal cycle network, signposting cyclists westwards across Rusty Cutter Roundabout or south along Harts Farm Way. Given the lack of footway or other shared use path provision, cycling along Lower Road takes place within the carriageway.

Bus
The closest bus stop to the development sits c.550m to the north on Bedhampton Road. The facilities here consist of a bus shelter, flagpole and timetable which are considered sufficient for encouraging the uptake of bus travel from the site. Bus service

21 operates every 10-15 minutes, while service 23 operates every 15 minutes, providing journeys to Portsmouth, Southsea and Havant.

Rail
The nearest train station (Bedhampton Rail Station) is c.1000m northeast of the development, providing regular journeys to destinations further afield. While the station does not benefit from a car park, cycle parking spaces are provided, representing a potential method of travel to replace the private car.

Local Highway Network
Lower Road can accommodate two way vehicular traffic and is subject to a 30mph speed limit. Automatic Traffic Surveys have been undertaken by the applicant to establish vehicle speeds along the road in proximity of the site. The wet weather 85th percentile speeds were recorded as 20.6 mph heading eastbound and 18.2 mph westbound. Vehicular flow has been recorded as 60 two-way movements in the AM peak hour, and 58 in the PM peak hour. Pedestrian and cyclist movements along Lower Road have also been recorded, highlighting Sunday as the busiest day for pedestrians with 149 two-way movements and Friday for cyclists with 104 two-way movements across the day. This level of pedestrian and cycle movements indicates that Lower Road currently operates as a shared surface.

Lower Road terminates to the west of the site, providing vehicular access to approximately 30 dwellings. There is a shared use footpath/cycleway link to the Rusty Cutter Roundabout beyond the end of the carriageway.

Personal Injury Accident Data
Personal Injury Accident (PIA) data has been collected from Hampshire Constabulary for the period between 01/05/11 to 31/01/2018 covering Brookside Road, Lower Road and Lodge Road. No Personal Injury Incidents on these roads were recorded across the study period, indicating that there are no existing highway safety issues in the area. The Highway Authority is therefore satisfied that there are no existing safety issues on these roads.

Traffic Impact
To ascertain the likely number of vehicular trips generated by this development, the TRICS database has been consulted to provide trip rates for the AM and PM peak hours. Based on the criteria selected, the total two way trips are identified as 0.518 in the AM peak and 0.517 in the PM peak, corresponding to vehicle trips of 26 in both the peak hours. The Highway Authority has carried out its own review of the likely number of trips from the development and confirm that the trip rates provided are acceptable.

The distribution of these vehicular trips has been split into commuting and business trips, with 46% of trips being for employment and 54% for other purposes (leisure, education, etc.). The distribution assumption for both of these categories has then been calculated. For commuting trips, National Census Journey to Work data has been used for output area Havant 018 MSOA. To understand other journey purpose trips, a gravity model has been by the applicant, focusing on destinations within a 35 minute drive. Combining the outputs for the above places Bedhampton/Havant as the highest trip attractor with 42.02% of all trips, followed by Portsmouth at 22.23% and Waterlooville/Horndean at 11.93%. These trips have been assigned onto the local road network in figures TF6 and TF7 and are considered acceptable.

Junction Modelling
Junction modelling has been undertaken at the following junctions:

- Site Access/Lower Road;
- Brookside Road/Bedhampton Road; and
- Bedhampton Road/Bedhampton Hill roundabout.

Within the modelling assessment, a 2017 base has been used to assess the operational performance of the junctions and 2019 with/without scenario used as a 'future year' to ascertain how development traffic will affect the operational performance of these junctions. Whilst this approach is considered acceptable in principle, we are in 2019, and this should be used as the base year within the modelling, rather than as a future scenario. A 5 year future scenario to 2024 should be assessed to gauge how the identified junctions operate following the assignment of development trips on the network. Additionally the Highway Authority require committed developments to be included, in this case the development to the west of A3(M) known as Forty Acre Farm will need to be taken into account. Detailed modelling comments cannot be provided until clarification is provided on these matters.

Site Access

Vehicular

Proposed vehicular access into the development was progressed through a Pre-Application Design Review with Hampshire County Council. Access into the site is proposed via a bellmouth access, as shown in drawing number ITB12174-GA-002. Visibility splays have been provided at 2.4m x 43m, commensurate with the 30mph speed limit. To reduce hedgerow loss along Lower Road, a 2m wide footway is provided internally in the site, heading west to connect to the existing footway provision at the junction between Lower Road and Lodge Road with a short connection forward of the frontage hedge to the existing post box. This will require the relocation of a street lighting column and a telegraph pole. A section of footway is provided along the site frontage to the east of the access, with tactile paving provided to cross pedestrians to the existing provision on the northern side of Lower Road. it is recommended to shorten this provision by a few metres to better align with lower kerbs on the north side of Lower Road.

The access has been tracked for a super large refuse vehicle, demonstrated in drawing number ITB12174-GA-006, showing the movement is tight based on the bellmouth radii. It should therefore be investigated whether the radii of the junction can be increased slightly to aid the movement of a refuse vehicle and other large vehicles in and out of the development. In addition tracking will be required to show how a super large refuse vehicle can turn in to and out of all road 2 including accessing and egressing Lower Road.

The application includes use of an existing agricultural access for construction purposes and how an articulated vehicle can enter and leave the site. The same should be provided for a large pantechnicon vehicle which has different turning requirements.

A Stage 1 Road Safety Audit has been undertaken for the proposal. Comments were raised by the auditor and considered within the designers response which have been reflected in drawing number ITB12174-GA-002. A CTMP will be required prior to development of the site (for approval by the Highway Authority) to manage the movement of construction vehicles to and from the development and to address other issues such as preventing mud from being dragged onto the highway when egressing the site.

Pedestrian and Cycle Access

As mentioned, the frontage of the proposed development on Lower Road does not contain a footway. To address this matter, a 2m wide footway is proposed internal to

the site, linking to the junction with Lodge Road to the west via tactile paving. The offer to provide signage towards Footpath 107 and Lodge Road is welcomed, additional signage to the west for pedestrians and cyclists may also be required and should be provided within the S278 design check submission.

Drawing number ITB12174-GA-002 details the footway connection to the east. This link is provided on the corner of Lower Road, linking to the existing footway provision on the northern side of the carriageway. North of this link, the footway terminates for 50m before recommencing on the approach to the junction with Brookside Road. The narrower carriageway at this location means a footway link cannot be provided across the missing section. However, traffic surveys have been carried out with 85th percentile speeds recorded at 21 mph and pedestrian forward visibility provided to 30m. It is therefore considered that the current safe operation of Lower Road as a shared surface across the absent section of footway is unlikely to be compromised by the additional vehicular trips generated by this development.

The distance to local facilities has been assessed from the development based on the criteria set out in the National Travel Survey 2014 which states 800m is a “comfortable walking distance”, 2 km is a “reasonable” walking distance and 3.2 km is a “maximum” walking distance. The Highway Authority does not accept the methodology for determining the likelihood of walking trips. Adopting 2 km as a reasonable walking distance and 3.2 km as a maximum regular walking distance is therefore not agreed.

The CIHT publication ‘Providing for journeys on foot’ states the preferred maximum walking distance is 2 km for commuting and sight-seeing. Acceptable walking distances are also considered for a range of journey types within this document. This places a number of destinations highlighted in table 5.2 over the maximum distance that pedestrians are prepared to walk. This matter should be reassessed within the TA before further detailed comments on sustainable access to the site can be provided.

Site Layout
As mentioned above further tracking of a super large refuse vehicle is required at the entrance between Lower Road and Road 2.

It is not clear if the applicant would wish the Highway Authority to adopt the on site roads and footways/paths. If that is the case and if it includes the SUDS then they will be required to only take water draining from the highway and not any roof or other private area. Either way additional space is recommended between the edge of the road and the top of the excavation for the SUDS.

There is a step in road 2 on the north side opposite plot 5, this should be replaced with a smooth transition between the two widths or the whole road kept at a single width.

An explanation of the double line just to the north of road 2, and adjacent to plot 15 would be appreciated.

The tracking drawing for a super large refuse vehicle in front of plot 10 would suggest the most southerly of the two trees shown is unlikely to last very long.

Allocation of all private parking spaces to individual plots is required. The unallocated spaces (6 in number) are concentrated at the south west end of the site. The number is a matter for the Borough Council, but I recommend their width is increased to 2.5 m and they are distributed more evenly throughout the site.

There is a footpath shown looping through an area of Communal Open Space, the western link of which utilises a private drive serving plots 31 to 33. It is not recommended to have public rights over a shared private drive, but this is a matter for the Borough Council.

The Highway Authority are not currently in a position to provide a positive recommendation until the outstanding information and observations on the internal matters have been satisfactorily addressed and therefore at this time advise an objection on the grounds of :-

1. Inadequate information has been provided to enable the LPA to fully understand the implications of the proposed development on the local highway network.
2. Amendments are required to the layout to make it satisfactory to the LPA.

Further comments
Thank you for re-consultation on the above planning application. In response to the Highway Authority's letter dated 23rd May 2019, the applicant has produced a Technical Note aiming to overcome the outstanding highway matters. The following response considers the points raised within this document.

Traffic Modelling
The original transport statement included modelling for the following junctions:

- Site Access/Lower Road;
- Brookside Road/Bedhampton Road; and
- Bedhampton Road/Bedhampton Hill Roundabout.

It was identified in the Highway Authority's previous response that the modelling has only been undertaken to 2019, which should have been considered as the base year for the assessment. To understand the impact of traffic from this development, the Highway Authority requested modelling to a future year of 2024, including the 'Forty Acre Farm' site (planning reference APP/18/00450) as a committed development.

A subsequent sensitivity test has been undertaken to model the aforementioned junctions to 2024. Under this scenario, the Portsdown Hill Road arm of the Bedhampton Road/Bedhampton Hill Roundabout increases to an RFC of 0.92 and 1.08 in the AM and PM peaks respectively. Whilst the latter is noted to be overcapacity, this is primarily caused by background growth at the roundabout, with the vehicular traffic from this development only resulting in 1 additional movement every 4 minutes across the peak hours. The predicted vehicular flows through this junction of 17 in the AM peak and 15 in the PM peak in 2024 result in an overall increase in vehicular flow of 0.75% and 0.58% in the AM and PM peaks respectively. For this reason, mitigation from this development is not considered necessary.

Accessibility
Nearby facilities were previously assessed against the National Travel Survey 2014 findings which suggested that the maximum distance that pedestrians are prepared to walk is 3.2km. This was disputed by the Highway Authority who asked for a reassessment of the identified facilities against the CIHT 'providing for journeys on foot' publication which considers 2km as the maximum walking distance.

The reassessment shows that while there are a number of employment and retail outside of the 2km bracket, the majority of the identified facilities sit within the 2km 'maximum preferred' walking distance.

The updated accessibility work did highlight that a number of the identified schools sit close to the maximum preferred walking distance. As a result, a route to school audit was requested on the main route to these schools to understand whether there are any improvements required as part of this development to maintain safety and encourage sustainable modes travel to school. Through this assessment, a number of improvements were identified, as detailed in drawing number ITB12174-GA-007 Rev A. The Highway Authority have reviewed these improvements and have agreed to the applicant paying a £23,489 contribution towards the improvements to be secured via a S106 agreement. This is considered adequate mitigation for the forecast increase in vehicular and pedestrian movements on routes to school.

The Highway Authority is aware that there is local concern regarding the intensification of use by vehicles and pedestrians of a 50m section Lower Road with no footway. A number of improvement options have been explored; however, the limited width of the highway constrains what is achievable here. The Highway Authority has carefully considered the impact of the development on the current layout. There have been no recorded accidents over the past 20 years at this location. Vehicle use is forecast to increase by 26 trips in the AM and PM peak hours and pedestrian use by 12 in the AM peak and 8 in the PM peak. Vehicle speeds are low in the area, with 85th percentile speeds of 18.1mph eastbound and 15.7mph westbound (adjusted for wet weather). Hampshire County Council's safety auditor has reviewed the impact of the development on this section of highway and considers that the current safe operation of Lower Road will not be affected by the additional vehicular and pedestrian flows.

Given the above, the Highway Authority does not consider that the development will lead to an unacceptable impact on highway safety or a severe impact on the road network and as such no objection has been raised in relation to this issue. It is noted that there is also an alternative walking route utilising Footpath 107, which is accessed from Lodge Road. This is partially lit and surfaced; however, the footpath width is restricted. This does offer an alternative route choice, although it is appreciated it may not be attractive to all users at all times.

Site Access
To aid the turning movement of a refuse vehicle, it was requested within the previous response that the radii of the junction was increased. This amendment has been reflected in drawing number MJA 5992:601 Rev C. Also, a reduced length of footway and crossing point to the northern side of Lower Road was requested from the development to provide pedestrian access to the wider network. This amendment has also been reflected in drawing number MJA 5992:601 Rev C. This drawing has been reviewed and is considered acceptable. The access works should be delivered by entering into a S278 agreement with the Highway Authority.

Internal Site Layout
The applicant has confirmed that the internal site layout will not be offered for adoption through a S38 agreement to the Highway Authority. However, to address the comments raised regarding the internal site layout, table 4.1 has been produced by the applicant and included within the Technical Note. This sets out the comments previously raised by the Highway Authority, and how these points have been addressed in the latest drawings.

With the internal roads and footways not being offered for adoption, the Highway Authority raise no objection to the proposals. However, the developer is advised to ensure that the roads and footways are designed to the minimum industry standards and/or Hampshire County Council's best practice as set out in https://www.hants.gov.uk/transport/developers/constructionstandards. Developers

should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link - http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf.

Recommendation
The applicant has adequately addressed the issues raised in the Highway Authority's previous response. The Highway Authority therefore recommend no objection to the application, subject to the following conditions and obligations:

S106 Obligations

- Financial contribution of £23,489 to be paid towards the route to school improvements identified in drawing number ITB12174-GA-007 Rev A prior to occupation of any dwelling.
- Site access works, as detailed in drawing number MJA 5992:601 Rev C, to be delivered prior to occupation of any dwelling.

Conditions

- Prior to first occupation the visibility splays shown for the vehicular access and two pedestrian accesses shall be provided so that any obstruction within the splays between 0.6m. and 3m. above the level of the carriageway shall be removed. These splays shall be maintained in this condition thereafter.

- Prior to use at least the first 16m of access measured from the nearside edge of carriageway of the adjacent highway shall be surfaced in a non-migratory material and shall be maintained in this condition thereafter.

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Arboriculturalist
Initial comments
The contents of the submitted Arboricultural Assessment and Tree Constraints Plan are noted however in order to make a fully informed decision an AIA, Method Statement and Tree Protection Plan should be submitted as part of the application.

Amended plans/details
I have reviewed the updated Arboricultural Method Statement and Tree Protection Plan. I have no objection to the removal of the poor quality trees shown to be removed as they are unsuitable to be protected by a Tree Preservation Order. The remaining trees on and offsite can be adequately protected during the course of development by the protective fencing. The tree work specified to be carried out in the method statement is also appropriate and necessary. The work should be carried out in strict accordance with Bernie Harverson's Arboricultural Method Statement and Tree Protection Plan dated June 2019. No work should commence on site until the protective fencing is in place.

Building Control, Havant Borough Council

No adverse comments

Community Infrastructure, Planning Policy & Urban Design
The development is CIL Liable, in accordance with our CIL Charging Schedule: http://www.havant.gov.uk/sites/default/files/documents/HBC%20CIL%20Charging%20Schedule%20Full%20Document%20Feb%202013.pdf
The amounts in the Charging Schedule are indexed according to the year in which permission is issued, if a permission is issued in 2019 the amount of indexation would be 39.73%, it will increase on 1/1/2020. It should be noted that the CIL Charging Schedule is currently under review alongside the Pre-submission Local Plan.
As there is an element of Social Housing, CIL Form 2 will be required to consider granting of Mandatory Social Housing Relief.
We note that the design includes Car Barns. Like garages these would be CIL liable floorspace and we would query as to whether the GIA for both of these types of car storage have been included within the figures supplied on the CIL 'Additional Information' form. If not included, a revised form will be required.
S106
This would arise from consultee responses and could include (amongst any other site-specific obligations necessary):
1. Affordable Housing
2. Monitoring Fees*
3. SRMP**
4. Management Company and Management Plan
5. SUDS and SUDS Bond
6. Highway Works (HCC)
7. Site Specific Transport Improvements (HCC)?
8. Education (HCC)
9. Travel Plan (HBC)
10. Others? Biodiversity Mitigation Measures?

County Archaeologist, Strategic Environmental Delivery Group, HCC
Initial Comments
I would draw your attention to the archaeological assessment submitted with the application which I cannot endorse to you.

The assessment is weak and some of its conclusions are unsupported. The assessment acknowledges that the archaeological evidence of the wider vicinity indicates 'rich and varied' archaeological heritage in the area, although there are few archaeological records immediately close to the development site. The assessment inexplicably concludes that (para 7.4) "The site is likely to have remained on the periphery of human activity from the prehistoric to the early medieval….". This seems a perverse interpretation of the evidence. Where archaeological survey in the wider landscape has taken place a varied range of archaeological sites have been encountered. But the absence of any archaeological sites in an area where no archaeological survey has taken place in the past is interpreted as the area being peripheral rather than unexplored but with potential commensurate with that in the vicinity. The wider archaeological potential of the area would apply equally to this site unless some other factor suggested otherwise. No argument or factor is put forward as to why this site is 'peripheral' to the wider landscape and I conclude that it is not peripheral merely not subject to past exploration. The report does note the important

impact of the proximity of Langstone Harbour in terms of archaeological sites within the study area but appears not to have reviewed the Langstone harbour evidence, which strongly suggest that the harbour and harbour edge was subject to exploitation and occupation from the Mesolithic onwards. This archaeological potential includes Mesolithic sites and camps, Bronze Age and Iron Age occupation sites, salt working and burials, and a rich Roman landscape. The relationship of this site to the harbour edge would suggest that it is likely to be strongly associated with this sort of evidence and not 'peripheral' as described.

The section on Mesolithic evidence recognises the richness of the evidence of the vicinity (5.2.1) but assumes perversely that the potential of the site is low (para 5.2.5) somehow concluding that the site's potential is for isolated residual finds of negligible significance only. No reason is given why this might be assumed.

The nearby presence of a Neolithic long barrow is noted (para 5.3.1) but concludes that this does not imply further Neolithic activity in the area (para 5.3.3). However what other conclusion could be drawn from the Neolithic burial monument. The conclusion that the area therefore has a low potential seems perverse.

Likewise, 5.4.2 acknowledges the wider Bronze Age activity the area and it is hard to see how the paragraph then concludes that the site has a low potential.

Para 5.6.6 suggests that as the wealth of Roman activity known in the vicinity is set away from the current site this means there is little or no archaeological potential on the site itself.

The site lies in an area on the fringe of Langstone Harbour that was exploited in the Mesolithic; the Neolithic burial mound suggests the landscape continued to be exploited subsequently. The Langstone Harbour edge is rich in Bronze Age archaeological evidence and Iron Age settlement and salt working has been found. It is a richly used landscape in the Roman period. It seems inescapable that the site has a high archaeological potential. That is the potential to encounter archaeological sites which are as yet unrecorded.

I recommend that an archaeological condition or conditions are attached to any planning permission which might be issued. These should secure a preliminary archaeological survey to establish the location, extent and character of any archaeological remains within the site. They should also secure the archaeological investigation of any archaeological remains identified and an appropriate reporting and recording of those results.

There is the potential to encounter archaeological sites which are as yet unrecorded, and the recommendation is for an archaeological condition to secure a preliminary archaeological survey to establish the location, extent and character of any archaeological remains within the site and to secure the archaeological investigation of any archaeological remains identified and an appropriate reporting and recording of those results.

Further comments in respect to Marsh Lane

The archaeology 'below' the lane is least likely to survive. Long lived routeways tend to be eroded features that cut into the ground and are brought back up by successive surfacing.

Officer comment: *A condition is proposed re the above recommendation.*

Crime Prevention -Major Apps
No comments received.

County Minerals
No comments received

Education Department
Thank you for the opportunity to comment on the planning application for 50 dwellings at Lower Road, Havant. This development sits in the catchment areas of Bidbury Infant and Junior Schools and Warblington Secondary School. The anticipated yield from the development is 2 pupils per year group.

Although the Bidbury pair of schools are full they only achieve this by out catchment recruitment. The yield from the development at Lower Road will be able to be accommodated at the Bidbury Schools without the need for any expansion as the out catchment recruitment can diminish over time with these out catchment pupils being able to be accommodated in their catchment school. Consequently, I will not be seeking a contribution from the developers to provide any additional primary school places.

Similarly, there are places available at Warblington Secondary School to accommodate the yield of pupils at secondary age and, again, I will not be seeking a contribution to provide any additional secondary school places.

Environmental Health Manager, Community Group
No objections in principal to this application but note the concerns in relation to noise and vibration arising from transport noise given the proximity of the A3(M), A27 and the adjacent railway line.

I have reviewed the information provided in the Noise and Vibration Report submitted as part of the application documentation and would ask that the following conditions are included in any permission you are minded to grant:

1. Noise
The development shall be built in accordance with the noise mitigation recommendations outlined in the acoustic report provided by 24 Acoustics (Technical Report: R6954-1 Rev 1 dated 28th March 2019) attached to the planning application namely:
The specification measures outlined in Parts 5.7 - 5.10 of the report.

The agreed details shall be fully implemented, and validation test results submitted to the Planning Authority before the use hereby approved is commenced and/or any part of the development is occupied.

The measures are based on the units being of cavity masonry construction. Any divergence from this method of construction would require a further acoustic report to reflect the changes, to be submitted, as further mitigation measures may be required in that instance.

Reason - To ensure that acceptable noise levels within the dwellings and the curtilages of the dwellings are not exceeded.

2. Construction and Environmental Management Plan (CEMP)
No development shall take place until a site-specific Construction Environmental

Management Plan has been submitted to and been approved in writing by the Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The approved Plan shall be adhered to throughout the construction period.

The plan should include, but not be limited to:

• An indicative programme for carrying out of the works
• Procedures for maintaining good public relations including complaint management, public consultation and liaison
• Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
• The arrangements for deliveries associated with all construction works
• Loading and unloading of plant and materials
• Storage of plant and materials used in constructing the development
• Location of temporary site buildings, compounds, construction material, and plant storage areas
• Access and egress for plant and machinery
• Protection of pedestrian routes during construction
• All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
08 00 - 18.00 hours on Mondays to Fridays and 08 00 and 13 00 hours on Saturdays and; at no time on Sundays and Bank Holidays
• Procedures for emergency deviation of the agreed working hours
• Control measures for dust and other air-borne pollutants
• Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
• The parking of vehicles of site operatives and visitors
• The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
• Wheel washing facilities
• A scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To protect the amenities of nearby residential premises during the demolition/ construction phase of the development

Contamination
The Environmental Desk study was in broad accordance with the Councils opinion of the risk profile of the site, and did not identify any potential sources which could affect the site and which were previously unknown to the Council.

The intrusive investigation provided general coverage of the site, and sought to target the raised (made) ground comprising the historic track, and groundwater in the vicinity of the former above-ground storage tank (for which no record exists to inform a desk-based assessment of the risk posed by this feature).

Groundwater was not encountered during drilling, and subsequent monitoring has shown levels to be generally deeper than 3.0m below existing ground levels. Portsmouth Water has also confirmed that groundwater south of the SPZ1 is down-hydraulic-gradient of the potable abstraction points, and is (therefore) of relatively low sensitivity. No groundwater sampling was undertaken, but given the depth of the

perched water, the low sensitivity to contaminants, and the lack of visual or olfactory evidence of contamination impact - I would agree that sampling was unnecessary.

Contamination was identified within two samples of made ground from the same location (WS4). In the absence of other samples, these results must be assumed to be representative of the whole volume of made soils associated with the raised access track.

The deposit of Made Ground is well defined & identifiable at the surface, and deeper samples from WS4 confirm that natural soils are unaffected (contaminants are of low mobility). Screening criteria were exceeded for several PAH congeners at depths of at least 0.4m depth (and may be found anywhere within the made soils, proven to up to 0.9m depth), and the report concludes that this is sufficient to consider the made soils unsuitable for garden areas en masse.

In the absence of sufficient samples to allow a statistical assessment, I would have to agree the conclusion of the report in this respect, and by extension, accept the recommendation that the material should be removed for use in less sensitive areas of the site. I do agree that use within a new access track or under metalled road surfaces is acceptable, given the contaminant mobility and the different exposure profiles.
The report also proposes a watching brief be maintained - given that the applicant chose not to commission a UXO risk assessment, it would be sensible to secure the watching brief by means of a condition, in order to raise awareness of the potential presence for deleterious materials to be present.

[Condition 1] Implementation of Remedial Measures, and Verification Reporting (Bespoke)
The development hereby permitted shall be carried out in accordance with the recommended Remedial Works and Contamination Discovery Strategy outlined in sections 11.2 & 13.0 of the Geo-Environmental Services Ltd. Ground Appraisal Report (Ref GE16507-GAR-NOV17 v1.0 08/11/2017), unless otherwise agreed in writing by the Local Planning Authority.

Prior to the occupation of any relevant part of the permitted development, a verification report shall be submitted to and approved in writing by the Local Planning Authority. The verification report must;

a) demonstrate the adequate segregation of made soils deemed inappropriate for use in private garden areas, and either the appropriate 'off-site disposal' or 'within-development placement' of this material to ensure that no unacceptable exposures arise, and;

b) document any assessments &/or remedial actions required to be taken in accordance with the Contamination Discovery Strategy, or if no actions were required; provide a positive declaration that no relevant discoveries of previously undocumented 'suspected contaminated' soils were made.

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], contamination impacted soils have been identified within a discrete deposit at the site where contaminants are likely to exceed levels considered appropriate for use private gardens, allotments or soft-landscaped public amenity land. This condition aims to secure an appropriate use or destination for these soils, to ensure that no unacceptable exposure to harmful contaminants may occur.

Air Quality

Air quality has been considered in terms of both the effect of existing air quality upon the future occupants (as introduced sensitive receptors), and the emissions associated with the occupation of the proposed dwellings.

- Exposures within development

Background levels of air pollution are high around the A27 & A3(M) carriageways and road junctions, for Nitrogen Dioxide representing close to the highest values in the Borough. The application site is however sufficiently distant that background levels would be expected to be around 13% lower within the site boundary. Some modelling & monitoring information is available from the Forty Acre Farm application, and from monitoring undertaken by Havant Borough Council in the region of Bedhampton Hill. The balance of that information shows that models predict exceedances around J5 of the A3(M) & down-prevailing-wind of the A27 carriageway, but that measured results indicate substantially better air quality than predicted. This is tentatively attributed to the levels of planting around the carriageways, and in the wider landscape. It is considered reasonable to conclude that ambient air quality within the application boundary is unlikely to exceed 75% of respective objective or limit values (i.e. acceptable with >25% 'headroom' relative to applicable standards).

- Mitigating development emissions

As a source (upon completion & occupation), the development will introduce 50 new dwellings to the area, and contribute the products of combustion from dwellings (space heating, water heating, and cooking); alongside the indirect emissions associated with energy use and the emissions associated with the transport demand of the occupants. Emerging policy requires that developments consider and seek to mitigate these impacts. Whilst this policy does not yet carry material weight, it is recognised that these proposals seek to retain a substantial amount of the existing vegetation, and to introduce a reasonable level of green space and amenity planting, alongside a mix of hard & green boundaries.

In this respect, it is noted that the Landscape & Civil Engineering team require the variety of native planting to be increased, and for the landscaping scheme to place greater emphasis on large legacy trees. It is also noted that the character assessment requires a great reliance upon boundary planting and existing screening for successful integration with Conservation Area. It would appear that both landscape & ecology requirement are likely to ensure sufficient site green infrastructure to satisfy a proportionate general contribution to mitigation of development air quality impacts (by providing pollution interception, absorption and 'sink' services via the proposed and retained green infrastructure).

This notwithstanding, I would recommend that the applicant seek to select native tree (and hedging) species are selected which have a medium or high score on the Urban Tree Air Quality Score (UTAQS), where this remains compatible with the landscape & ecology requirements.

Suitable species include Alder, Maple, Hawthorn and Birch species (high UTAQS), and Apple, Ash, Cherry, Lime, Elder, Alder, Hazel, Rowan and Sycamore (medium UTAQS). Medium score species are generally better suited to absorption of NO2 & SO2 pollutants, whereas high score species are pollution tolerant, and generally more efficient at filtering particulate pollutants. Species that reach large mature size (height & spread) are substantially more effective than more diminutive species, though a 3-dimensional green environment which ensures air / leaf interactions at a variety of heights is beneficial.

For the benefit of the applicant, further detail on UTAQS can be found at the following link: http://www.es.lancs.ac.uk/people/cnh/docs/UrbanTrees.htm, or on the ecosystem services provided by particular tree species, at www.itreetools.org.

I have also briefly reviewed the Transport assessment and comments from both the Highway Authority and the Civil Engineers. These consultees have adequately covered both the junction modelling exercise and the aspects of the proposed development which will serve to facilitate the uptake of active travel modes for local trips. I have nothing further to add at this stage.

Environmental Health would wish to be consulted on any travel plan required by a subsequent s106 agreement, and to be kept informed progress towards targets as a routine part of plan monitoring.

General Pollution (SuDS)
I have reviewed the scheme, and note both the DCF summary comments from the Environment Agency, and the comments of Portsmouth Water Company regarding groundwater sensitivity.

The SuDS design is considered to represent an example of best practice as regards pollution control, and the scheme can be supported as proposed.

General Pollution (CEMP)
I note that both the County Ecologist and Environmental Health colleague have recommended specific conditions relating to the securing of a suitable Construction Environmental Management Plan.

In light of the relative lack of additional pollution sensitivities associated with the site, there is nothing further to add to the comments already made in respect of controlling emissions from the construction phase.

Officer comment *–A travel plan is not required for this scale of development, however, an informative in respect to the developer providing an information pack covering the location of facilities and public transport provision is recommended.*

Hampshire Fire & Rescue
Advice provided on access for firefighting, water supplies, fire protection, fire safety systems, and timber framed buildings.

Housing Manager (Development)
Housing:
Initial comments
Current planning policy requirements Core Strategy policy CS9. 2, the Havant Borough Housing SPD (July 2011), and the Governments Ministerial Statement published during the summer of 2016, mean that developments of 11 units or more would be required to provide 30-40% affordable housing on site; The Pre-Submission Havant Borough Local Plan 2036 (HBLP 2036) was approved by the Council on 30/01/2019 can be afforded limited weight.

The demand for affordable housing remains high within Havant borough; as at 16th July 2019 there were 1675 households registered on Hampshire Home Choice seeking accommodation in our area, and of these 801 are waiting for a one-bedroom home, 562 for a two bed, 245 for a 3 bed, and 67 for a 4+ bedroom home.

The applicants are proposing 15 (30% if the 50 units are realised) affordable units comprising of a mixture of 2, and 3bedroom homes:

Bedroom size	Number of units	Size of units S q m
2 BH	7	58.2
2 B Bung	4	62
3 BH	4	82
TOTAL	15	

As shown above the demand for the larger 4+ bedroom homes are the lowest on the list, however this size of property also has the lowest supply, consequently the wait can be extremely long and can result in overcrowding situations that can have detrimental effects on all household members. To help meet this need I would like to see that the applicants consider the inclusion of at least 1 no 4 bed Affordable Rent property within their proposals; plot 30 may be a possibility.

The applicants have provided details of the location, and house type, however I cannot see any note of the proposed tenure split. I am satisfied that the affordable units are well distributed around the site, will be indistinguishable from the open market homes, and I would expect a 67/33 tenure split, Affordable Rent/Shared Ownership, as this would satisfy the definition in Annex 2 of the NPPF which states that 10% (gross) of the total number of new homes, as part of the affordable provision, should be an “other affordable route to home ownership”.

HBLP 2036 at paragraph 6.3 requires all residential development to meet the nationally described space standard, or any subsequent Government standard.

2 bed houses should be between a range of 70-79sqm, depending on how many occupants they are for, the proposed units are very small at 58.2 sqm. I would expect 2-bedroom affordable homes to be able to accommodate 4 persons, so a two storey 2 bed house should be 79 sqm.

2 bed bungalows should be between a range of 61-70sqm, depending on how many occupants they are for, so the proposals at 62sqm just meet the requirement for 3 persons only.

3 bed houses should be between a range of 84 – 102 sqm; the proposed units at only 82sqm fall short of the minimum requirement for a 3 bed 4-person home. I would expect the 3-bedroom units to be able to accommodate 5 persons and be no less than 93sqm in area.

To address locally identified need the HBLP 2036 states that, as this site is 50 dwellings, 2% of the overall housing provision should be designed to meet the wheelchair accessible homes standard. This would equate to 1 of the 15 affordable homes proposed. I am happy to see several 2-bedroom bungalows included in the proposals as these could/could be made, accessible for tenants with mobility issues, or wheelchair users.

Once developed, and subsequently transferred to a Registered provider, the Affordable Rent homes will be required to be advertised through Hampshire Home Choice, and the weekly rental will be capped at Local Housing Allowance Rates at first, and every subsequent letting.

The Shared Ownership homes will be marketed through Help to Buy South, our local Help to Buy Agent, and will be available to those applicants registered as being eligible for this type of low cost home ownership product.

The location of the development on; this area is served by buses that provide transport around the borough i.e. Havant where retail, medical, and educational opportunities are available, and this should help to create a mixed and well-integrated community.

Should this proposal eventually lead to development of the site Housing would support the application pending confirmation of the exact number, type, size, internal area, and tenure of the affordable homes.

Further comments

I have no issue with the bungalows that are potentially large enough to accommodate three people as this would generally meet the needs of those we have registered on Hampshire Home Choice for this type of accommodation.

The Affordable Rent two beds at 70sqm, if we compare with the NDSS, could only accommodate 3 people, and these homes could soon be outgrown and overcrowded, a consequence that VIVID might want to consider further. However, as of today the 571 applicants currently registered on Hampshire Home Choice seeking 2 bedroom homes, 85% of these have either 2 or 3 household members. Taking this, and the fact that the total 2 bedroom house affordable rent provision is only 4 units, I am satisfied with the size of these units. If this were a larger site, with more affordable provision I would be expecting some of the 2 beds to be able to accommodate up to 4 persons. I see that the 2 bed Shared Ownership units are stated as being 79sqm which would accommodate 4 people so I would be interested to know the reason why these are bigger.

The 3 bed Affordable Rent homes, looking at the floor plans, have a double and 2 single bedrooms so could only accommodate 4 persons. Again, current waiting list data shows that 69% of those requiring a property of this size comprise of households with either 3 or 4 members at this point in time. As there are just 2 no 3 bed Affordable Rent properties proposed I am willing to accept this; any larger developments with a higher level of provision would be expected to provide 3-bedroom affordable homes that could accommodate up to 5 or even 6 persons.

Officer comment: *Policy H1 is proposed within Draft Local Plan which would secure new housing developments to provide adequate internal and external space to ensure appropriate living environments for future occupiers, in accordance with the Technical Housing Standards. However, this policy currently has limited weight by virtue of the number of objections that have been received on this policy and could not therefore, at this point in the local plan process be refused on this matter.*

Landscape Team

Initial comments

- The proposed variety of tree species planted along the frontage of the site is not considered to be diverse enough and is deemed not to be in keeping with the existing landscape character of Bedhampton. As such we would require an improved mixture of UK native tree species along the frontage to lower road, an emphasis of large legacy trees preferred.
- There is a lack of footway provisions to safely navigate around the site. As a minimum we require an off road footway along the primary road that services the site. Additionally the transition from footway to shared surface requires greater clarification, further details of proposed kerbs and edging are required.
- Details of the children's allotments and community orchard are required for

submission.
- Tree pit details are required for submission for trees in both hard and soft landscape.
- A landscape management plan is required to ensure the realization of the soft landscape scheme. The sites successful integration in relation to the adjacent Conservation Area relies heavily on proposed boundary planting and existing screening to detach the site from the impacting the landscape character of old Bedhampton.

Further comments

-We have no further comments in relation to the hoggin footpath to the south and the tree species specification to the north of the site.
-We still have concerns with the lack of off road footway within the site and it seems that my comment regarding an off road footway to service the primary road within the site has not been addressed. We feel there is room east of the site that could be utilised to essentially shift the site west be approximately 2m to afford space for the footway.
-Note no. 2 in relation to the line of conifer trees in the landscape proposals (sheet 1 of 5) states that this line of trees is proposed for removal at some point. It would be useful to understand what will be proposed in the location once the line of trees have been removed. We would want to see additional trees planted in this location to offer a more substantial landscape buffer. These trees should consist of evergreen trees to offer all year round screening.
The revised tree species mix for the frontage onto Lower road is acceptable. However the planting schedule needs to be updated and the specification for the amended trees is required for submission.
Officer comment: *A landscaping condition is recommended to secure the information the Landscape Team are seeking.*

Langstone Harbour Board
Object to the proposals.
The land concerned is currently agricultural and is categorised in the Solent Wader and Brent Goose Strategy as a Secondary Support Area for SPA bird species. The Langstone Harbour Management Plan states that “The open area around the harbour is part of the harbour’s landscape and nature conservation value and should be retained and managed for these purposes in association with the harbour itself”.
Officer Note- This matter is considered further by Natural England and the Council’s Ecologist below.

Communities Team
Contribution of £12,500 towards a community officer, to help new residents in the development integrate into existing communities required.

Natural England

Initial comments
Further Information Required
The application site is within 1km of the Solent Maritime Special Area of Conservation (SAC) and the Chichester and Langstone Harbours Special Protection Area (SPA). Further information is required to determine the impact of the proposal on the SAC and SPA, specifically in relation to the impact of nutrients from the development.

Deterioration of the water environment – further information required
Natural England note the submission of a Nitrogen Load Calculation, uploaded on 4th June, however we have recently published updated guidance on the calculation methodology (attached) which we advise should be followed for this development.

Solent Wader Brent Goose Strategy Secondary Support Area H05A – further information required
The development site is within land classified as a secondary support area in the Solent Wader and Brent Goose Strategy. There are records of Lapwing using the area to feed, and although the site has not been regularly used in more recent years, it provides potential opportunities for overwintering birds designated within the qualifying species and assemblage qualification of the Special Protection Areas in the Solent.

The development will result in a loss of a portion of this area, Natural England has previously discussed the proposal at the pre-application stage and has recommended the guidance set out in the SWBGS Mitigation Guidance, 2018, document is followed. The Ecological Assessment, dated April 2019, states that a monetary payment will be calculated to avoid/mitigate impacts from the development. We advise your authority that detailed compensation costs should be provided and agreed with Natural England prior to any permission being granted. Natural England advise that this is calculated in line with the methodology set out in Appendix 2 of the SWBGS Mitigation Guidance, 2018. The agreed funding should be secured via a s106 agreement.

The remaining field areas to the east and west of the site are also part of the Secondary Support Area H05A, the construction phase may result in an indirect impact on the remaining support area. As such we recommend a Construction Environment Management Plan (CEMP) is produced which addresses and mitigates the impact of noise and dust from the construction phase of the development on the adjacent support area. The CEMP should be agreed by your authority and implemented in full by any permission.

Solent Recreation Management Strategy – No objection subject to mitigation
This application is within 5.6km of Chichester and Langstone Harbours SPA and will lead to a net increase in residential accommodation. Natural England is aware that Havant Borough Council has adopted a Supplementary Planning Document (SPD) or planning policy to mitigate against adverse effects from recreational disturbance on the Solent SPA sites, as agreed by the Solent Recreation Mitigation Partnership (SRMP).

Provided that the applicant is complying with the SPD or policy and the requirement for Appropriate Assessment under The Conservation of Habitats and Species Regulations (as amended 2017). Natural England are satisfied that the applicant has mitigated against the potential adverse effects of the development on the integrity of the European site(s), and has no objection to this aspect of the application.

Biodiversity Mitigation and Enhancement – condition recommended
In order for your authority to be assured that the proposal meets the requirements of Natural England's standing advice and the additional requirements for biodiversity enhancement and net gain as set out in National Planning Policy Framework paragraphs 8, 118, 170, 174 and 175d, Natural England agrees with the comments of the HCC Senior Ecologist that the application should be supported by a site wide ecological mitigation strategy, which includes the mitigation measures put forward in the Ecological Assessment, dated April 2019, to be approved by the Local Planning Authority.

<u>Further comments</u>
Natural England has provided this updated response based on the further information available on the planning portal as of the date of this letter. This updated advice relates only to the headings below, our previous advice on other aspects of the application remain unchanged and of validity to the determination of this application.

Deterioration of the water environment
Natural England have reviewed the revised nitrogen load calculation, dated 11 July 2019, and agree that the development will result in a negative nitrogen budget. Provided the council complies with the requirement for Appropriate Assessment under The Conservation of Habitats and Species Regulations (as amended, 2017), Natural England are satisfied that the proposal will not have potential adverse effects on the integrity of the European sites, and has no objection to this aspect of the application.

Solent Wader Brent Goose Strategy Secondary Support Area H05A
Natural England note the submission of the letter from Alco Ecology Ltd, dated 30 October 2019, which provides an update on the mitigation proposal for the loss of the SWBG secondary support site. A compensation sum of £329,036.40 has been proposed. Natural England is satisfied with the approach and advises your authority that the compensation figure should be secured in the s106 agreement. The compensation should be provided in advance of the loss of the support site, although this could be phased to align with phasing of the development.
The remaining field areas to the east and west of the site are also part of the Secondary Support Area H05A, the construction phase may result in an indirect impact on the remaining support area. As such we recommend a Construction Environment Management Plan (CEMP) is produced which addresses and mitigates the impact of noise and dust from the construction phase of the development on the adjacent support area. The CEMP should be agreed by your authority and implemented in full by any permission.

Council Ecologist
The application is accompanied by an Ecological Assessment (Aluco, April 2019) which provides a sound appraisal of the site's ecological features. The site comprises an arable field with narrow margins and bordered by mature vegetation such as tree lines and dense scrub. Overall, the site is a fairly typical area of south Hampshire farmland and is of generally limited ecological value.

The site has been shown to support foraging/commuting bat species (primarily around the vegetated margins), a range of widespread bird species, and a small population of common reptile species.

Overall, the proposed landscaping scheme provides a useful area of open greenspace within the south of the site. This will include areas of sown species-rich grassland, native hedgerow, trees and scrub and wetland features and should provide a valuable range of habitats. Mitigation measures are provided for the identified ecological receptors, entailing timing vegetation removal to avoid nesting bird impacts and the use of habitat modification to encourage the translocation of reptiles from the northern boundary.

I am content with the proposed mitigation, compensation and enhancement measures, if you are minded to grant permission, can I suggest that these are secured through a suitably-worded planning condition requiring the provision of a single, site-wide ecological mitigation strategy. This strategy should be in full accordance with any landscaping, drainage and lighting strategies.

Prior to the commencement of development activities, a site-wide ecological mitigation strategy shall be submitted for approval to the Local Planning Authority. This strategy shall be in accordance with the outline ecological mitigation, compensation and enhancement measures detailed within the Ecological Assessment (Aluco, April 2019) and shall be in accordance with any submitted landscape, drainage and lighting strategies. All ecological mitigation, compensation and enhancement measures shall be

implemented in accordance with the agreed details and maintained in perpetuity in a condition suited to their intended function, unless otherwise agreed in writing by the Local Planning Authority. Reason: to provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

In addition, I would suggest that a Construction Environment Management Plan (CEMP) is secured through condition, in order that potential ecological impacts are subject to assessment and avoidance/mitigation measures detailed.

Prior to the commencement of development activities, a Construction Environment Management Plan (CEMP) shall be submitted for approval to the Local Planning Authority. The CEMP shall be informed by the identified ecological receptors detailed within the Ecological Assessment (Aluco, April 2019). Development shall be implemented in accordance with the agreed CEMP unless otherwise agreed in writing by the Local Planning Authority. Reason: to provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011

The site forms part of the larger Solent Waders & Brent Goose Strategy (SWBGS) Site H05a, which is listed as a Secondary Support Area. As the proposed development will result in the loss of Special Protection Area (SPA) supporting habitat, a suitable mitigation package will need to be agreed. Whilst noting that the site has not been used regularly by SPA birds in recent years (due to the unfavourable nature of the site), the site nevertheless provides potential for SPA birds and, if in suitable condition, would most likely be attractive and contribute towards the overall SWBGS network. I note that the applicant has been in discussion with Natural England and the ecology report refers to the recently-published Mitigation Guidelines produced to accompany the SWBGS. For impacts to Secondary Support Areas, a costed mitigation and monitoring package is required which provides for either a like-for-like replacement area within the same locality or a mix of on-site recreational greenspace and a proportionate financial contribution towards the protection of the wider SWBGS network. Further detail is required in relation to mitigation proposals for SPA supporting habitat impacts. Although it is for the LPA, as competent authority, to undertake a Habitats Regulations Assessment, it is for the applicant to provide sufficient detail on mitigation measures which will enable the HRA to be carried out.

The site also falls within 5.6km of the Solent SPAs and will therefore contribute towards a cumulative impact from recreational disturbance. In line with the Solent Recreation Mitigation Strategy, financial contributions will be required on a per-dwelling basis.

Network Rail
Due to the proximity of the proposed development to Network Rail infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionsWessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/.

In particular Network Rail's Asset Protection Team (ASPRO) require the applicant to submit for ASPRO design acceptance and if needed, risk assessment & method

statement (RAMS) for any work within Network Rail (NR) zone of influence such as:

- Traffic incursion risk assessment and management plan
- Drawings & RAMS for fence- based on trespassing risk assessment including that regarding access to the bridge and additional RAMS covering; drainage, vehicle incursion & vegetation management adjacent to NR boundary.
- Drawings & RAMS for drainage, landscaping works adjacent to NR boundary NB: No soakaways should be installed within 20m from NR boundary, bridge, embankment toe.

The applicant should also confirm with ASPRO if any covenants are applied to the land and if so comply with them.

Officer comment *– The agent has been made aware of Network Rail's comments.*

Portsmouth Water
Portsmouth Water have no objections to the proposed development, the site is located outside a Source Protection Zone and flow of water is away from the springs and associated Source Protection Zone.

Drainage
The proposed surface water drainage strategy is the combination of SuDS systems with final disposal via deep bore soakaways. Prior to disposal surface water will pass through several treatments in addition the soakaway features are located to the far southern boundary of the site and therefore we have no concerns on the surface water strategy for the site.

The foul drainage strategy is disposal to an existing main sewer, this is acceptable to Portsmouth Water in relation to groundwater protection. Portsmouth Water have no further comments on foul water drainage for the site.

Portsmouth Water are not the foul water undertaker for the area and the Flood Risk Assessment & Development Drainage Strategy report by MJA Consulting incorrectly identifies and references Portsmouth Water throughout this report. Southern Water are the foul water undertakers for the area and Portsmouth Water are a supply only water company.

Piling & Foundations
Portsmouth Water have no concerns regarding foundations for the site as the site is located outside a Source Protection Zone for our public water supply sources.

Southern Water

Initial comments
Occupation of the development will need to be phased to align with delivery by SW of any sewage network reinforcements required to ensure capacity and condition requested.
LLFA and HBC Engineering should be consulted re surface water drainage. If Suds is proposed the details should include responsibility and timetable for implementation, plus management and maintenance plan to secure operation for the life time of the development.

Further comments
The results of this assessment, to our current modelling procedures and criteria, indicates that the additional foul sewerage flows from the proposed development will

not increase the risk of flooding in the existing public sewerage network. Southern Water can hence facilitate foul sewerage disposal to service the proposed development at the proposed discharge point.

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant. We request that should this application receive planning approval, the following informative is attached to the consent:

“A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk”. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link https://beta.southernwater.co.uk/infrastructure-charges. "

All other comments in our previous response dated 29/05/2019 remain unchanged and valid.

Environment Agency
The Environment Agency requests that the following condition be attached to any planning permission granted, and that the details in relation to these conditions be submitted and approved by the Local Planning Authority.

Together with the following 2 e-mails, which were submitted to Havant Borough Council in association with the planning application.

-“Manor Farm, Bedhampton - EA Meeting 17.12.19”. Stewart Smith , MJA Consulting, Wed 18/12/2019 17:23

With the following attachments
- MJA EA BARGATE 17.12.19 Meeting Minutes
- 5992-P01F Drainage strategy layout (002) – (Version F, MJA consulting, 18/12/2019)

-MJA to LLFA Response 4 - Manor Farm, Lower Road, Bedhampton” Stewart Smith , MJA Consulting, 19/12/202 15:30

With the following attachments

- RE_ Manor Farm_ Bedhampton - EA Meeting 17_12_19
- Drawing - 5992-P11A Sections Through Attenuation Basin-Reed Bed and Wet Pond
- Letter FAO Tom Wickens
- UFF Sizing Calculator BETA v3.0

We can confirm that we can accept the drainage strategy as proposed in “5992-P01F Drainage strategy layout (002) – (Version F, MJA consulting, 18/12/2019)”. We would agree that the pollution prevention control are satisfactory and the risks to controlled water quality are low. In particular we accept

- Given that this is a relatively small residential development, pollutant potential risks are limited. Principal risks are likely to be associated with minor roads and carparking.

• Minor roads will not drain directly to the infiltration channels but pass through a layer of topsoil prior to entering drainage network.

• The drainage plan utilises all potential shallow infiltration options prior to discharging to boreholes.

• Significant Pollution control, are present within the drainage strategy

We agree that the water discharging to the boreholes is likely to be free from elevated pollutant.

In order to completely verify though that there is no elevated pollutant in the discharge going to the boreholes, we would require monitoring to be undertaken of the surface water drainage. This monitoring should be undertaken over the first winter of occupation, on water immediately prior to entering boreholes.

Condition required in respect to the submission of scheme to monitor the drainage to boreholes of surface water quality.

Local Lead Flood Authority HCC
Initial comments
Additional information required.

Final comments
The County Council has reviewed the following documents relating to the above application:
• (MJA Consulting) Proposed Residential Development, Manor Farm, Bedhampton, Hampshire – Flood Risk Assessment & Development Drainage Strategy Rev B Sept. Ref: SS/19/0185/5992
• (MJA Consulting) Drainage Strategy Layout 5992:P01 Rev. G (14.10.19)
• (MJA Consulting) Level Strategy Layout 5992:P02 (Rev.)
• (MJA Consulting) Road and Sewer sections 5992:P10 (Rev.)
• (MJA Consulting) Surfacing Strategy Layout 5992:P05 (Rev. A)
• (MJA Consulting) Sections Through Attenuation Basin, Reed Bed and Wet Pond 5992:P11 (Rev. A)
• (MJA Consulting) Proposed Residential Development, Manor Farm, Bedhampton, Hampshire, SuDS Management & Maintenance Plan (Rev. B) Ref. SS/19/0185/5992
• (MJA Consulting) Exceedance Flow Plan 5992:P06 (Rev.)
• (MJA Consulting) Manor Farm, Bedhampton, Surface Water Network MicroDrainage Calculations
• (MJA Consulting) Response 4: 50 new dwellings together with access, landscaping and open space at Land at Lower Road, Havant, Bedhampton. APP/19/00427 MJA Ref: SS/19:0693/5992 (19/12/2019)
2
• Ground Appraisal Report Manor Farm, Lower Road, Bedhampton, Hampshire PO9 3NB (08/11/2017) Reference: GE16507-GAR-NOV1, Version: 1.0
• Geo-Environmental Letter Ref: GE17736/GR03/19040 (01/04/2019) “Groundwater monitoring borehole BH102”
• Geo-Environmental Supplementary Ground Investigation Letter Ref: GE17736/GR02/181102 (02/11/2018)
• (The Civil Engineering Practice Residential Development, Manor Farm, Bedhampton, Note on Sustainable Drainage and Water Quality, Draft [No date or revision supplied]

• Design Data Up-Flo™ Filter
• Geo-Environmental Winter Groundwater Monitoring
• Bargate Homes letter to Tom Wickens [EA] 19/12/2019, Ref: 112/191219/RD
• Up-Flo Filter Sizing Calculator, 19/12/2019

The submitted information is considered to be acceptable at this stage such that further information can be addressed by condition.

We would recommend the following condition is applied to this application:
1. No development shall begin until a detailed surface water drainage scheme for the site, based on the principles accepted under application reference APP/19/00427, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:

o Provide unit type, and sizing for the Upflow unit and show it is sized adequately for the area it is draining. Please indicate type of unit (manhole or vault to be provided) and show this within the drawing.

o Due to the sensitivity of discharging to a deep borehole soakaway, please provide details of what emergency procedures would be in place to ensure an oil/contamination spillage is promptly dealt and the penstock shut-down mechanism activated to prevent any contamination from reaching the borehole.

o Provide details of the treatment level using the CIRIA Simple Approach Index level provided by the Multi-Stage Treatment Filter" from Hydro International unit. provided by the "Multi-Stage Treatment Filter" from Hydro International.

o Provide details showing how the top layer of the infiltration borehole will be sealed details of what measures such as screening will be provided to prevent entry of debris into the borehole soakaways.
Please note that Hampshire County Council as Lead Local Flood Authority will not comment on the foul drainage proposals as this is outside our remit.

Royal Society for the Protection of Birds
Initial comments
No comment in respect to the planning application, but in respect to the pre-application consultation their response advised that the site is identified (H05A) in the Solent Wader and Brent Goose Strategy (SWBGS) as a secondary support area, and mitigation will be required.

Further comments
Thank you for providing the further documentation which updates the proposed mitigation. In respect of the impacts to the Secondary Support SWBGS site the financial contribution in line with the Solent Wader and Brent Goose Strategy mitigation guidance should provide appropriate mitigation for the loss of this area. It will be important to ensure that indirect impacts from the construction and operation of the site are considered and appropriately addressed as part of a Construction Environment Management Plan.

SE Hants Clinical Commissioning Group
As a Clinical Commissioning Group, we have a specific interest in new residential developments and how the increased population would directly affect local healthcare

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

The resulting growth in the locality population will inevitably seek registration with a local GP surgery and place additional pressure on existing NHS services; NHS services in primary, community and secondary care settings.
The increased demand would be accommodated by the existing GP surgeries open to new registration requests from people living in the area of the proposed development; however additional workforce and building capacity within the premises will be required.

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

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

The proposed contributions formula for developments under 2000 dwellings is: 50 No. of dwellings x 2.4 divided by average list size (1800) x 16 (size of a consultation room (m_2) x £375 (cost of rent and other additional expenses with regard to premises) x 20 (number of years expected on a lease)
This means that South Eastern Hampshire CCG will be looking for a contribution of £8,000 of planning gain for health.

South Eastern Hampshire CCG identifies Bosmere Medical Practice, The Staunton Surgery and Homewell Curlew Practice could be impacted by this development in our CCG area. Therefore, we request that funding be made available from developer contributions to enable those practices impacted, to make suitable building adaptions to facilitate this growth.

Southern Electric
No response

Southern Gas Network
Although SGN has a high pressure gas pipeline in the vicinity, the safety and integrity of our assets will not be affected by the proposal. However, should your proposal change please contact us immediately and we will re-assess.

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence.
Officer comment *– An informative is recommended.*

Traffic
The Traffic Team have no adverse comment to make.

Waste Services Manager
No comments received.
Officer comment *– the submission includes tracking for refuse vehicles.*

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 both at the time of the original submission and following the receipt of amendments:

Number of neighbour notification letters sent: 184

Number of site notices: 3

Statutory advertisement: Yes

Number of representations received: 170

Summary of representations

Principle of development

- Premature as The Local Plan 2036 has yet to be the subject of an Independent Examination in Public, and the supporting documents have not been tested. The allocation of the site would be contrary to the NPPF 2019.
- The site was discounted as an allocation for 15 dwellings in the current local plan.
- This development of 50 homes must be assessed in the light of all the proposed developments close by, contained in the Draft Local Plan 2036: Forty Acres (320 dwellings – now approved), Campdown, Littlepark House and others.
- The cumulative growth in the whole residential area will put additional strains on the local infrastructure (traffic, school places, GP surgeries etc) which are not taken into account in this Planning Application. Sewerage pipes are near max capacity and will be over capacity if all applications are approved. Finally, entertainment for youths are non-existent.
- The introduction of the new dwellings would be against the Councils own Policy (AL8) on Local Green Space.
- Disbenefits of this development of 50 homes outweighs the benefits. Better sites elsewhere
- Not a sustainable location and future residents would need to drive to facilities causing pollution and discouraging walking and cycling with the associated health impact.
- The question of how this good agricultural land in a unique historic setting best serves the Borough should be discussed fully and openly at the Examination in Public of the Draft Local Plan 2036, only a few months away, before coming to a decision on this planning application
- Not a sustainable site. Insufficient infrastructure – schools, Health Centre

Impact on Heritage the Conservation Area, and character of the area.

- Old Bedhampton is an area of Special Interest, the Councils own report identifies:
  - Earliest surviving network of lanes and routes;
  - Sections of a surviving network passing east-west through the heart of the settlement;
  - Protected trees including those under specific Tree Preservation Orders;
  - Natural springs, ponds and network of streams including The Brook;
  - The Mill complex of buildings, a number of which are listed, upper and lower, associated millponds, mill races with heads and tails, sluices, weirs and dams and Hermitage Stream;
  - Victorian railway bridge along Mill Lane;
  - Church of St. Thomas's and its cemetery, listed Grade II;

- The Manor House of 17th century origins with timber framing to rear elevation, listed Grade II;
- The Old Rectory, listed Grade II;
- Manor Cottage, Grade II listed;
- The Elms and its front garden, gates and piers, listed Grade II;*
- Notable non-designated heritage assets including a Locally Listed Historic Park & Garden.
- Outside but adjacent to the boundary of the Conservation Area there remains:
- The sunken 'rural' lanes including King's Croft Lane and Bidbury Lane;
- Open green Bidbury Mead which creates a centre piece to the settlement;
- Rural and former coastal setting.

- negative effect on the setting of the Conservation Area and the setting of the Old Manor Farm.
- Remove the rural nature and destroy the historical landscape of Lower Road
- Our heritage is irreplaceable. We should be preserving and celebrating every piece we still have.
- The view from the bridge on Mill Lane has already been negatively affected by the allotments on Donkey Field. After the conifers are cut down the view will be spoilt further by this development. People like walking in this area because of its historical and semi-rural feel. Please do not spoil that.
- Bidbury Lane passes through the quietest part of the Conservation Area. The development will inevitably lead to an increase in traffic here as motorists seek a 'rat-run' to bypass the traffic lights on Bedhampton Road.
- Old Bedhampton is a rare gem, unique to the Borough and a wonderfully tranquil area far removed from the hustle and bustle of local roads and shops. If this development goes ahead the character and peacefulness of this area will be totally destroyed for future generations to enjoy.
- The Farm buildings setting related to adjacent fields lost.
- Erosion of sunken lane character of Lower Road by loss of hedgerow for accesses and extended sight lines and with widened access of the junction to assist turning ability of large vehicle
- The Elms, the most important Grade II* Listed building in the village (the star rating puts it into the top 8% in the country and one of only six in the Havant Borough) on one of the blind bends on Lower Road is missing from the application. It is a historic, prominent building, adding to the character of the village. The house is occupied by active older residents and the Waterloo Room is valued and used by the community for much needed local events. Safe access to this building by all is essential but will be compromised by the increase in traffic on the blind bend outside its gates.
- The traditional village layout and surrounding area to the harbour is beautiful and needs to be protected. Notable Artists have been drawn to and painted important view of Bedhampton. These artists and others loved the mix of rural, hill and sea views that were key to the importance of the village, with a sense of place and beauty, which would be destroyed.
- Houses of poor mediocre design, adverse impact on current sense of identity.
- Parking is already a regular occurrence on the grass verge in front of the Elms and it is being damaged. This verge will be used by traffic as cars pass each other on the narrow road, which is likely to completely destroy it.
- The only access to this proposed new development is through the Conservation Area via Brookside Road or the single track Bidbury Lane. The 50 houses will create a massive increase in traffic which will shatter the peace and tranquillity of the area.
- The Landscape assessment used to vindicate the planning applications

conclusions is flawed. The survey was carried out in the summer when leaf cover is maximum. For nearly 6 months of the year there are no leaves which fundamentally alters the views to and from the Conservation Area and thus its setting.

- Many generations have enjoyed walking across this field to the harbour before the A27 severed the link. Ideally that right of way should be re-instated to allow a circular walk (enjoyed in recent years before the land-owner sealed it off) linking to the bottom of Mill Lane and back to St Thomas' Church.
- The ancient network of routes predates the settlement by thousands of years and thus its historic importance should not be judged solely on the past 300 years.
- The current proposal is likely to divert traffic from Brookside Road through Kingscroft Lane in order to reach Havant, thus increasing through traffic through the heart of Old Bedhampton. This arguably will undo the single most important factor that ensured the preservation of Old Bedhampton. Namely, the construction of a new turnpike along Bedhampton Road and Bedhampton Hill Road circa 1790 – 1810 resulting in the removal of through traffic. Possibly one of the Nation's "first bypasses", the powers of that time having foresight.
- There will be an adverse impact on ambiance, amenity, safety, wellbeing, soul and spirit resulting in significant harms. The balance of harm far outweighing good.

Highway issues

- The Transport Statement is inaccurate, inconsistent and misleading. An independent traffic survey should be commissioned by HBC.
- The risk of death or injury accessing the development during construction and subsequently with additional traffic has not been addressed. Conflict between motor vehicles and pedestrians/cyclist, plus impact on the access to the 2 residential homes.
- Lodge Road footpath 107 too narrow and not securely overlooked so not suitable as alternative route. The pavement along the south side of Bidbury Lane is not wide enough for a push chair or mobility aids
- The loading of additional traffic on local roads including Brookside Road, Kingscroft Lane, the Bedhampton Hill Roundabout (in all directions) and out onto the Rusty Cutter Roundabout has not been fully considered. Impact on traffic in the area will be significant resulting in delays, safety issues, tail backs, grid lock.
- Access from Brookside Road to Bedhampton Road is by turning left and feeding out to the main road to the mini roundabout. This is particularly difficult at most times and doubly so if you wish to go to Bedhampton or Havant by going round the roundabout
- The area around the Belmont roundabout would become increasingly congested. (More so recently since the new estates were built at the top of Maylands Road and off Portsdown Hill Road). In peak periods traffic backs up to the Rusty Cutter roundabout. It has been reported that to accommodate the extra cars this roundabout would be removed and traffic lights installed. This would mean residents of Lower Bedhampton and Nursery Road/Tulip Gardens wishing to drive east towards the Post Office, medical centre and shops would have to travel west down to the already congested Rusty Cutter roundabout to come back (or use the narrow single lane Kingscroft Lane).
- Use of Manual for Streets is designed to be a guide for urban straight streets and is not designed to be applied to semi rural bendy Lanes as exist in Brookside Road and Lower Road.
- No comment has been made on the imminent increase in 'silent" electric vehicles and their impact on safety. There is already a problem with cyclists who do not have bells and a widespread lack of understanding that pedestrians have priority in

shared spaces. If there is truly no safety concern, why have new traffic calming white lines been introduced on Lower Road recently. The Lodge Road cut to Bedhampton Hill is not a viable alternative route for anyone other than a fit pedestrian, and even then the cut is an intimidating place for ladies at night. Anyone approaching the cut cannot see the opposite entry point. Therefore anyone entering the cut on any mobility aid or with a pram meeting a similar set up coming in the opposite direction will end up with one party having to reverse to their entry point to allow the other party to pass.

- Highways England should sign off regarding any impact on the Rusty Cutter and Teardrop roundabouts as well as A3M and A27.
- Inadequate car parking
- The surrounding lanes (including sunken lanes) are not built to cope with the increased traffic from a 50 house development let alone all the heavy construction traffic.
- Proposal based on out of date information and the accuracy of the Transport Statement is questioned especially in the instances where two vehicles and pedestrians meet along the section of Lower Road between two blind bends with no pavement .There is a conflict between HBC's promotion of a national cycle route and a possible 'safe walking/cycle route' for school children from the Forty Acres development along Lower Road whilst nearly doubling the traffic at peak times along the same narrow road.
- The proposal does not consider the impact on children accessing Bidbury Mead park and mobility users.
- The proposed development will effectively double the domestic traffic in Old Bedhampton, exacerbated further by delivery traffic using the route. Currently there are approximately 80 houses accessed via Lower Road, and this proposed development would increase this by two-thirds There are numerous cars (up to 13 have been noted at one time and frequently 6 - 8) parked on Brookside Road, reducing the width of the carriageway. This is dangerous for pedestrians in the sections without pavements and dangerous near the junctions at both ends, where there are often cars parked too close to the junctions, narrowing the road and increasing the risk of cars colliding as they turn into/out of the road.
- The pavement along Bidbury Lane from the junction with Lower Road is too narrow for prams, pushchairs, wheelchairs, mobility aids - and even a parent trying to hold their child's hand. Pedestrians therefore are often seen walking in the road. Increased traffic obviously increases the risks to them.
- There is such limited access to the site, only through the Conservation Area via Brookside Road or Bidbury Lane which is single track and will be used by cars to and from the Havant area, adding to the congestion on Bedhampton Road at peak times.
- The increased traffic will put us all at risk as will the increased car fumes.
- Use of the Barn site for light industry and associated traffic needs to be considered
- The traffic surveys taken over a few days may show low levels of traffic, with no recorded accidents. However, these numbers do nothing to capture the number of times I've been walking around the blind bends on the pathless Lower Road when cars speed at you from both directions, swerving cars narrowly missing each other, you and your family. Quoting 85th percentile speeds is all well and good (MOST people sensibly understand the risks here), but I can tell you from personal experience that the real top speeds are significantly greater. And speeds on Brookside Road are higher than Lower Road, despite its narrow, non-straight and pathless nature, with children playing and dogs walking on the road at times. Any increase in traffic on these roads causes a disproportionate increase in the degree of conflict. And no previous recorded accidents does not provide a complete picture as many near misses.

- We note the survey times presented as peak are from 16:00 to 19:00, which does not include returning school traffic.
- No allowance has been made in these plans for any kind of scheme to ensure that cyclists and pedestrians are protected from the inevitable increase in traffic from these new homes

Drainage and Flooding Issues

- Drainage issues, SuDS, Southern Water discharges into Chichester and Langstone Harbours are already a problem
- Poor drainage regularly leading to up to half the road being flooded at the south-most bend, forcing southbound traffic onto the wrong side of the road as they approach a blind bend
- In the submitted FLOOD RISK ASSESSMENT & DEVELOPMENT DRAINAGE STRATEGY:
  Para 4.17 Artificial Sources states "no recorded incidents".
  The "18 inch" water main serving Hayling Island from the Portsdown Hill Reservoir along with the sewer under Lower Road ruptured flooding Old Manor farm properties and the north side of the H20 development site with contaminated water. There was months of disruption. This disingenuous omission questions the reports accuracy.
  4.25 "no flooding from sewers in the last 10 years". There is a section of Lower Road, that floods after every significant rainfall several times a year. Occasionally filling the whole carriageway. The developers, Bargate Homes are well aware of this problem having had it brought to their attention at DCF44

Impact on Ecology, Natural Features and Environment

- The proposal would completely compromise the whole of H05A. No mitigation has been proposed against the loss of this SW&BGS study field H05A which is designated as a Secondary Support Area contrary to Policy E16. The contribution should be applied to the whole 9 ha area.
- Assessment in support of planning applications should consider whether the cumulative effects of all proposed residential development, located within the zone of influence, in combination could lead to significant adverse impacts on the integrity of the European sites.
- Loss of hedging for access. This is a greenfield site, development will degrade the value of the area for our wildlife which is already under pressure
- Fields opposite Lower Road are also a site for wildlife whose habitats are under increasing threat by the ever-constant building
- Brent geese are known to have used this field for feeding in the past, and are a threatened species.
- We are very concerned that using this site for development further depletes the capacity of the area to support birds and wildlife. Also, the further loss of grades 1 and 2 agricultural land is noted.
- As part of the mitigation package we would recommend a selection of bird nesting boxes and swift bricks designed into selected houses and a more generous tree planting programme.
- The light pollution that will occur within the night sky of the rural coastal strip that stretches along this part of the railway and A27 corridor and that could impinge upon the habitat of protected bats

Residential Amenity

- Adverse health impact from air and soil pollution (nitrate saturation from agricultural use), noise and anxiety for future occupants of developing a site near major road, train station and flood zone

- Heavy goods vehicles would arrive before the conditioned work start time of 8am and park in local residential area streets, often with engines running, till they were allowed on site; If permission is granted for this application a meaningful Condition must be established to prevent this happening again.
- Why are there no electric charging points being provided
- Access to the adjoining field should be from down Lower Road past the Manor Farm buildings as the proposed access road takes it past the play and residential areas
- Overlooking, loss of privacy and over dominance
- Waste water collection in "ponds" should be assessed as there is a theoretical risk of foreign disease carrying insects being attracted to and inhabiting the ponds with global warming.
- The precedent set in items 2 & 3 of decision notice of APP/14/01040 (restricted opening and obscuration of all north facing windows, including ground floor) should be applied equally to the proposed new development. It should also be noted that the western elevation of the same property was required to be windowless, providing privacy to the western neighbour, and again this precedent should be continued in the new development.

Other Issues/comments

- Inadequate preliminary archaeological investigation of the site
- Narrow Marsh Lane is of archaeological and historical merit and should not be 'built over'. Rather it should be preserved and re-opened as a historical right of way allowing access to the lower end of Mill Lane and thus Langstone Harbour. It should be designated as heritage assets and for their inclusion in Old Bedhampton Conservation Area
- Ownership of Marsh Lane questioned
- Adverse impact on the Conservation Area will adversely impact Tourism, as the area is highly valued by visitors.
- Because Old Bedhampton has a special character about it, properties tend to carry a price premium. The 35 dwellings being proposed next to open fields will be at the high end of that price curve This means that the remaining 15 dwellings designated as “affordable” or “starter” homes will be anything but affordable, so the Borough will not have the benefit of satisfying the Government’s requirements in that regard.
- Non-authorised activity in Barn at west end of Lower Road. Loss of agricultural land
- There is a clear danger that should this development go ahead, then the argument of precedent will be used to apply to build on these two adjacent sites.
- Concern regarding the Management Company arrangements.

In addition to the above, detailed reports have been received in respect to the Conservation considerations, Transport Assessment and consideration, and the Policy position. These have been assessed by the Conservation Officer, the Highways Authority and the Planning Policy team, whose comments in respect to the proposal are set out in the Consultee responses above.

Matters raised which are not material planning considerations

- Loss of property value
- Loss of a private view/outlook

7 <u>Planning Considerations</u>

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 (hereafter referred to as the Habitats Regulations).

7.2 The Council's assessment as competent Authority under the Habitats 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 European Sites due to recreational pressure, water quality, loss/degradation of supporting habitats and construction impacts. The planning application was then subject to Appropriate Assessment under Regulation 63. This included a package of avoidance and mitigation measures. The first element of this is a financial contribution based on the suggested scale of mitigation in the Solent Recreation Mitigation Strategy. The second is a package of measures based on the Council's agreed Position Statement on Nutrient Neutral Development. The third is a package of measures relating to loss of Special Protection Area (SPA) supporting habitat. The fourth is measures to control the impact on the environment during construction of the development. Natural England were consulted on the findings of the HRA.

Recreational Pressure

7.3 The project being assessed would result in a net increase of dwellings within 5.6km of the Solent SPAs. In line with Policy DM24 of adopted Havant Borough Local Plan (Allocations), Policy E16 of the Draft Havant Borough Local Plan 2036 and the Solent Recreation Mitigation Strategy, a permanent significant effect on the Solent SPAs due to increase in recreational disturbance as a result of the new development is likely. As such, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures. The applicant has proposed a mitigation package based on the methodology in the Developer Contributions Guide. The scale of the proposed mitigation package would remove the likelihood of a significant effect. The applicant has confirmed that they would be willing to enter into a legal agreement to secure the mitigation package in line with the requirements of the Habitats Regulations and Policy DM24.

Water Quality

7.4 The Partnership for Urban South Hampshire (PUSH) Integrated Water Management Study 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. NE have highlighted that there are high levels of nitrogen input into the water environment at these sites, with evidence that these nutrients are causing eutrophication and that there is uncertainty about the efficacy of catchment measures to deliver the required reductions in nitrogen levels, and/or whether upgrades to existing waste water treatment works will be sufficient to accommodate the quantity of new housing proposed. The applicant has undertaken a nutrient budgeting assessment, Report to Inform Habitats Regulations Assessment Stage 1 and Stage 2 (August 2019), which reflects NEs latest advice (June 2019).

7.5 The Council's adopted Position Statement on Nutrient Neutral Development sets out that for development on agricultural sites, such as this one, that it would be expected that on-site avoidance and mitigation measures would be used to achieve nutrient neutrality. Natural England have produced 'Advice on achieving nutrient neutrality for new development in the Solent region'. This sets out a methodology to calculate the nutrient emissions from a development site. The applicant has used this methodology to calculate the nutrient emissions from the site. This calculation has confirmed that the site will not emit a net nutrient load into any European Sites. The budget prepared, which has been corroborated, shows that the site will in fact lead to a net reduction in

the nutrient load emitted from the site into any European Sites.

7.6 Achieving a position where there are no net nutrient emissions into European Sites from this development involves the use of specific on-site avoidance and mitigation measures. Appropriate planning and legal agreement measures will be necessary to ensure it will not revert back to agricultural use, or change to alternative uses that affect nutrient inputs in the long term.

Wintering Birds

7.7 The principle of establishing permanent refuges for overwintering birds is a key feature of the most-recent Solent Waders & Brent Goose Strategy (SWBGS) and the Pre-Submission Havant Borough Local Plan 2036. Whilst on-site avoidance and mitigation would generally be prioritised, it is accepted that the loss of some sites already used by wintering birds, but which are available on an insecure basis, can be mitigated for off-site. Such mitigation would be provided through a financial contribution. The SWBGS is accompanied by guidelines which provide a suggested framework for the level of mitigation required for each category of SWBGS site. For Secondary Support Areas, such as here at Lower Road the principle of mitigated loss through a financial contribution is acceptable. The applicant has agreed to provide a mitigation package of £329,036.40. This is in line with the methodology of the SWBGS. This element of the mitigation package will need to be secured through legal agreement.

Construction impacts

7.8 There is potential for construction noise and activity to cause disturbance of SPA qualifying bird species. Control measures will be included in the Construction Environment Management Plan (CEMP), these include controlling matters such as minimising idling by machinery, locating construction compounds in less noise sensitive areas of the site and maintaining machinery to further reduce these noise levels. Subject to the imposition of a condition securing these controls, it is considered that the significant effect due to noise, disturbance and construction related pollutants which would have been likely, has been suitably avoided and mitigated. As such, no likelihood of a significant effect remains on this issue.

Appropriate Assessment conclusion

7.9 The Habitats Regulations Assessment concluded that the avoidance and mitigation packages proposed in the Appropriate Assessment are sufficient to remove the significant effects on the Solent's European Sites 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). Having considered the assessment, and the measures proposed to mitigate for any adverse effects, Natural England advised that they concur with the conclusion of the HRA, provided all mitigation measures are adequately secured with any permission. The applicant has indicated a willingness to enter into a legal agreement and appropriate conditions to secure the mitigation packages.

7.10 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) Nature of Development
(iii) Impact on heritage asset
(iv) Impact on the Character and Appearance of the area
(v) Residential and Neighbouring Amenity
(vi) Access and Highway Implications

(vii) Flooding and Drainage
(viii) The Effect of Development on Ecology
(ix) Impact on Trees
(x) Impact on archaeology
(xi) Community Infrastructure Levy (CIL), Contribution Requirements and legal agreement

(i) Principle of development

7.11 As required by section 38(6) of the Planning and Compulsory Purchase Act (2004), applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan

7.12 The Development Plan consists of:
Havant Borough Local Plan (Core Strategy) (2011), the Havant Borough Local Plan (Allocations Plan) (2014), both of which cover the period until 2026. The development plan also includes the Hampshire Minerals and Waste Plan (2013). These plans continue to form the basis for determining planning applications in the Borough. The application site is located adjacent to, but outside of, the urban area. Policies in the adopted plans support appropriate residential development within the urban areas. "Exception schemes" are only supported in the countryside. This is not an exception scheme and the site is located in a non-urban area. Therefore, this application does not accord with the development plan (it has been advertised as a departure from it). Planning permission should therefore be refused unless other material considerations indicate otherwise.

Pre-submission Havant Borough Local Plan 2036

7.13 The Council published the Pre-Submission Havant Borough Local Plan 2036 for public consultation between 1 February 2019 and 18 March 2019. The publication of this document followed a long period of public engagement between 2016-2018, including the now revoked Local Plan Housing Statement. The Lower Road site was one of those identified for 'early release' as part of the Local Plan Housing Statement, which was part of the site's evolution. The emerging plan includes the Council's proposed new housing allocations. The application site is identified within Policy H20 for residential development, capable of accommodating 50 residential dwellings. The application site is identified as one of those necessary to deliver the identified housing need for the Borough.

7.14 Therefore, while the site lies outside the urban area, as defined by policy AL2 of the Havant Borough Local Plan (Allocations) and Policy CS17 of the Havant Borough Local Plan (Core Strategy) it nonetheless was a site identified for early release in the Local Plan Housing Statement, is one of the sites identified for allocation and forms the direction of travel for the emerging Local Plan.

Consistency with the National Planning Policy Framework.

7.15 The Secretary of State's National Planning Policy Framework (February 2019) is a material consideration which should be placed in the s.38(6) planning balance.

7.16 The NPPF's primary objective is to promote sustainable growth and development through a "plan-led" planning system. Paragraph 11 of the NPPF advises that a presumption in favour of sustainable development is seen as the golden thread running through both plan-making and decision making, which means; "approving development proposals that accord with the development plan without delay, and; where the development plan is, absent, silent, or out-of-date, granting planning

permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".

7.17 A robust assessment has taken place of land in the Borough to inform the Pre-Submission Havant Borough Local Plan 2036 through the Strategic Housing Land Availability Assessment and the Sustainability Appraisal. This has shown that there are sufficient deliverable and developable sites upon which to meet the Borough's housing need. The application site has been assessed by officers and found to be free of any significant constraint and capable of delivering houses in the short term.

Five year housing land supply and delivery of housing need

7.18 The Government has an objective of significantly boosting the supply of housing. Under paragraph 73 of the NPPF, Havant Borough is required to have a rolling five year supply of deliverable housing sites. If this is not in place, proposals for development should only be refused if:

- The site is within particular designated areas set out footnote 6 of the NPPF. The application site in question is not within any of these areas.

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

7.19 The Borough's five year housing land supply was updated in December 2019. This shows that the Borough has a 5.4 year housing land supply with the necessary buffer based on the results of the housing delivery test.

7.20 The development proposed by this planning application is included within these five year supply calculations and is equivalent to 0.1% of the 5 year supply. As such, without the proposed development at Lower Road, the Borough would have a 5.3 year housing land supply. This would not in and of itself remove the ability of the Borough to demonstrate a five year housing land supply. Nonetheless, it is necessary to have a *continuous* five year housing land supply. Given the small level of surplus and the imminent end of the transition period of the Housing Delivery Test, maintaining a healthy supply of housing will be essential. This is a material consideration of great weight, especially in the light of the acute need for affordable housing and the 30 per cent contribution of this scheme, and falls to be part of the planning balance in the determination of this planning application

7.21 As such, notwithstanding that the site is located outside of the urban area in the development plan and is located in the countryside, it is proposed for development in the emerging Havant Borough Local Plan 2036. It is reasonably proximate to facilities and services. There are no overriding environmental objections to its development and it would also deliver measurable economic and social benefits.

7.22 The site is required to feed into the on-going requirement of the Borough for deliverable housing land to address the Borough's housing need.

7.23 On that basis, officers consider that in the particular circumstances that prevail at this time, if the applicant's scheme is granted planning permission, it would constitute sustainable development. The justification for this conclusion is set out in more detail in the paragraphs that follow.

Deliverability

7.24 The NPPF, in annex 2, clarifies that:
"To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years."

7.25 The application has been supported by an Infrastructure Delivery Statement (IDS) which considers the supply of water, electricity, gas and telecommunications to the site, in consultation with the utility providers. This concludes that the development could be supplied with normal network service supplies without prohibitive reinforcements to networks. As such there would not appear to be significant off-site infrastructure works arising from the development which might delay the implementation of the development. Therefore, there are no evident barriers to the development coming forward within the current 5-year period, which weighs in support of the scheme.

Environmental Sustainability

7.26 Introducing a housing estate to an undeveloped field would alter its character but it is concluded that this would have a limited impact, as any harmful visual impact of the development would be localised. The additional landscaping that is proposed would reduce, and mitigate to a degree, the landscape impact of the development and overall the development, whilst resulting in harm, would result in less than substantial harm to the significance of the Conservation Area. This needs to be weighed against the public benefits, and is considered in more detail further in this report. Furthermore, the provision of habitat mitigation open space comprising play areas, allotment and orchard provision is of significant benefit to this application.

7.27 In terms of the location of the site relative to services and facilities there is a local shopping parade with Convenience store and Post Office (less than 1km), Recreation Ground 1km, Havant Industrial Estate (1.9km), Bidbury School (1.9km), Havant College 1.8km. In addition, Bedhampton railway station is 1 km from the site, which offers stopping services towards Brighton to the east, London to the north-east and Southampton and Portsmouth to the west, and the site is well served by bus with service numbers 21 and 23 serving the bus stops on Bedhampton Road, approximately a 500m walk. These operate 7 days a week with up to 10 services per hour on a weekday providing a frequency service to Portsmouth, Havant and Southsea.

7.28 In accessibility terms, the site is in a sustainable location, and has realistic alternatives to the use of the car, which weighs in support of the scheme.

Economic Sustainability

7.29 One of the core planning principles of the NPPF is proactively to drive and support sustainable economic development to deliver, amongst other things, the homes that the country needs.

7.30 The application would result in benefits from construction employment and operations and Local Authority benefits. As with any new housing the proposed development would bring people into the area which would be a continuing economic benefit that would support growth in the local economy. In addition, the development would also create construction jobs, which would contribute towards the local economy. Furthermore, the proposed development would result in financial contributions being secured to offset certain impacts of the development, such as transport contribution

towards improvements in the local network and contributions towards the provision of enhanced community infrastructure.

7.31 Provided they are appropriately secured and address the adverse impacts of the scheme, these elements are all considered to be benefits in the planning balance and overall it is considered that the development would be economically sustainable.

Social Sustainability

7.32 In accordance with the local plan development is only to be permitted where adequate services and infrastructure are available or suitable arrangements can be made for their provision. Where facilities exist, but will need to be enhanced to meet the needs of the development, contributions are sought towards provision and improvement of infrastructure. A development should also offer a mix of house types and tenures to ensure a balanced and thriving community. The applicant has been working with the LPA on a draft S106 and has agreed to the principle of the obligations sought.

7.33 The application proposes a range of house types, sizes and tenures would be provided, including 30% affordable housing (shared ownership – 5 and affordable rented - 10) in accordance with Policy CS9 of the Core Strategy. The Council's adopted Affordable Housing SPD is also a material consideration, as is the NPPF which aspires to "deliver a wide choice of high quality homes in inclusive and mixed communities to meet the needs of different people".

7.34 The proposal also proposes significant areas of open space, which has a variety of uses, which could be used by both new and existing local residents and is considered to be a significant benefit in the overall planning balance. Contributions would also be secured through the Community Infrastructure Levy to improve off-site community infrastructure in accordance with relevant adopted policies and the adopted SPD on Planning Obligations.

Education and Health

7.35 The capacity of local schools has been considered in assessing the proposed development and infrastructure requirements. Hampshire County Council, as the Local Education Authority (LEA), has advised the development site is served by Bidbury Infant and Junior Schools and Warblington Secondary School. Although the Bidbury pair of schools are full they only achieve this by out catchment recruitment. The yield from the development at Lower Road will be able to be accommodated at the Bidbury Schools without the need for any expansion as the out-catchment recruitment can diminish over time with these out-catchment pupils being able to be accommodated in their catchment school. Consequently, a contribution from the developers to provide any additional primary school places is not required. Similarly, there are places available at Warblington Secondary School to accommodate the yield of pupils at secondary age and, again, and a contribution to provide any additional secondary school places is not required.

7.36 The Early Years requirement has also been assessed and given the size of this site and low child yield expected from this development, it is considered that there is unlikely to be a significant additional load on the childcare market.

7.37 The NHS Clinical Commissioning Group (CCG) have been consulted and advise that the resulting growth in the local population will inevitably seek registration with a local GP surgery and place additional pressure on existing NHS services; in primary, community and secondary care settings. The CCG have outlined that the increased demand will be accommodated by the existing GP surgeries at Bosmere Medical

Practice, The Staunton Surgery and Homewell Curlew Practice, however additional capacity within the premises will be required. As such a financial contribution is sought to enable those practices impacted, to make suitable building adaptions to facilitate this growth, and this will be secured through a legal agreement. Whilst the Bosmere Practice is currently closed to new patients this is understood to be a temporary situation, and new patients could register at the other 2 practices referred to above.

7.38 The CCG considers that the application should be required to make an appropriate financial contribution to the provision of capital and revenue investment that the NHS will make in this regard. The requested contribution is £8,000 and this would be the subject of a legal agreement.

Prematurity

7.39 Concern has been expressed that the grant of planning permission would be premature in the terms of paragraphs 49-50 of the 2019 NPPF. They state: -

'…arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:
a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and
b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process.'

7.40 In the light of this guidance, and having taken the advice of experienced planning counsel, Officers are satisfied that the emerging plan, which has not yet been submitted for examination, is not yet at such an advanced stage, nor is the development considered so substantial or its cumulative effect so significant, as to undermine the plan-making process. Therefore, prematurity may not be raised legitimately as a reason for not granting planning permission.

Undeveloped Gaps between Settlements

7.41 While the adopted Local Plan contains policies that seek to maintain the undeveloped gaps between settlements in policy AL2, in the emerging Local Plan this is no longer considered possible. The NPPF, in paragraph 11, is clear that Local Plans should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless there are strong reasons for restricting development. Those reasons are defined in footnote 6 of the NPPF, and do not include gaps between settlements as a particular consideration. The Council's Housing Constraints and Supply Analysis mapped constraints to development, and found that it was not possible to meet housing need on land unconstrained by nationally recognised constraints, while also protecting gaps between settlements. For this reason, a number of sites, including this site, have been put forward as proposed housing allocations in the Pre-Submission Local Plan 2036.

7.42 In conclusion on this issue,
(1) The scheme is contrary to the development plan
(2) National policy is a material consideration

(3) The presumption in favour of sustainable development applies
(4) The proposals would constitute sustainable development in policy terms.
(5) It is deliverable now.
(6) The scheme is not premature.
(7) Therefore, national policy considerations may be placed in the planning balance against the conflict with the development plan.

(ii) Nature of Development

7.43 The current application is for full planning permission for 50 dwellings with a single vehicular access off Lower Road. In respect of the proposal the following factors have been considered:

The density of residential development
The mix of dwelling sizes and tenures
The design and layout of the residential development

The density of residential development

7.44 The application seeks 50 No. dwellings which based on the developable area equates to approximately 20 dwellings per hectare(d/h). Core Strategy policy CS9 states that planning permission will be granted for housing proposals which (amongst other matters) *'Achieve a suitable density of development for the location, taking account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form'*.

7.45 Supporting text of the Core Strategy paragraph 6.21 provides further guidance stating that:

The density of new housing will depend on its design and appropriateness to its location. As guide the following minimum density thresholds have been developed using the Havant Borough Townscape, Landscape and Seascape Character Assessment and the levels of accessibility to a range of facilities:

High Density	*– Minimum of 60 dwellings per hectare*
Medium Density	*– Minimum of 45 dwellings per hectare*
Low Density	*– Up to 45 dwellings per hectare*

Under this assessment, the density of development can be considered to be within the Low Density category.

7.46 Paragraph 6.23 makes it clear that *'It is not intended that density requirements should be too prescriptive as it is often a difficult balance between maximising the use of land and reflecting surrounding built character and the amenity of neighbouring residents. This is therefore best assessed through individual planning proposals through the development management process'*.

7.47 The NPPF states that *'To boost significantly the supply of housing, local planning authorities should, (amongst other matters) set out their own approach to housing density*'. Although this scheme represents a very low-density development, the proposed density of 20 dph is considered an appropriate density given the context of the site on the edge of the settlement, adjoining the Conservation Area, taking into account the character of the surrounding area, and site constraints such as the need for open space, protected trees, ecology, proximity to the A3(M), A27 and railway, and drainage requirements.

The Mix of Dwelling Sizes and Tenures

7.48 With regard to the type and size of proposed accommodation and its potential to create a mixed and integrated community, regard is to be had to Core Strategy policy CS9 which states that development should '*Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities*.' Paragraph 6.24 states that a mix of dwelling types is sought from terraces, semi-detached and larger detached houses. In this case, the proposal comprises a mix of detached and semi-detached houses and bungalows and short terrace housing. This is considered to be an acceptable mix for the site. 30% of the units comprising shared ownership units and affordable rent units would be affordable in accordance with policy CS9. The affordable units are located throughout the development, and in terms of building form they are reflective of the development in general, and overall are considered to be acceptably integrated.

The Design and Layout of the Development

7.49 The urban design qualities of the scheme pay particular regard to the character of the site layout in respect of storey heights, car parking/hardsurfaced elements, designing out opportunities for crime and having regard to its edge of settlement location and relationship with neighbouring properties. The proposed character of development comprises mainly 2 storey housing and a number of single storey properties adjoining a number of areas of open space. Garden sizes would comply with the supplementary planning guidance on this subject, and parking which complies with the adopted standards would be provided on curtilage or in small parking courts so as not to be over dominant.

7.50 Landscaping would include native open space trees, decorative street trees and native hedging species. The development has been carefully designed to retain the hedging on the boundary with Lower Road and new hedging would be provided to the site boundaries. In respect to the mature leylandii hedge/tree planting to the eastern boundary, ultimately this would be replaced once the proposed planting to the east has established. This additional replacement planting would comprise a similar mix to the planting proposed to the east, namely; field maple, alder, oak and holm oak standards with a native understorey of field maple, hazel, hawthorn, holly and blackthorn to ensure a good mix of fast-growing and legacy species with native species for biodiversity and to respect the character of the paddocks to the east with the added screening benefit of evergreens, providing longer term benefit to both landscape character and ecology.

7.51 The layout has been influenced by its constraints including its proximity to the A3(M), A27, railway line and its siting relative to the Conservation Area. The layout is traditional in its form, with the proposed housing being designed to mainly address the roads, creating active frontages and a sense of enclosure to the new streets, together with overlooking of the public areas.

7.52 The proposed dwellings would be a mix of single and two storeys with pitched and hipped roofs, and in response to the character of the area and adjoining Conservation Area are of high quality design to be constructed of stock bricks, timber cladding with clay and slate tiles.

7.53 The development will provide significant areas of Public Open Space and overall the form of development is considered to have regard to the site's context and will form an appropriate transition from the verdant character of the surrounding area, into this development.

Pre-Submission Local Plan 2036

7.54 The Pre-Submission Local Plan requires enhanced standards in certain policies, which are above and beyond current adopted policy requirements. An assessment of this scheme against these relevant emerging policies is considered below.

Vision and delivery strategy

7.55 Policy DR1 – Delivery of Sustainable development outlines the council's strategy with regards to delivering sustainable development as outlined in the NPPF. This policy outlines the amount of development required, ensuring the delivery of sustainable development, ensuring appropriate co-ordination of development. In addition, the policy focuses on innovation and the acceleration of housing delivery.

7.56 Policy DR2 – Regeneration outlines the Council's vision for regeneration. This encompasses both a Council led programme of regeneration and the effective use of brownfield land. This policy also focuses on boosting local skill levels and community integration. As part of this element the policy outlines that developments of this nature will contribute towards a community officer, to help new residents in the development integrate into existing communities. Following negotiations with the applicant, they have now agreed to make this contribution, and as such this application does comply with this emerging policy.

Infrastructure Policies

7.57 Policy IN2 – Improving Transport Infrastructure requires amongst other strategic transport requirements to facilitate the proposed development within the plan. In this case the application proposes off-site transport enhancements to the footpath provision/crossing points along Bidbury Mead to improve safety for pedestrians.

7.58 Policy IN3 – Transport and Parking in new development broadly follows the requirements of adopted policy CS20 of the Core Strategy. This proposal does fully comply with parking standards for each dwelling, including visitors. This policy additionally requires that electric vehicle charging infrastructure is provided for each residential unit with private off-street parking. The plans provide the infrastructure for electrical charging points for all garages to private dwellings, and sites with private parking which equates to the majority of the plots.

Environment Policies

7.59 Policy E9 of the Local Plan 2036 – provision of public open space in new development - seeks to maximise the opportunity to improve the quality of life, health and well-being of current and future residents through requiring the provision of a certain level of public open space. This policy requires that public open space is provided to a standard of 1.5ha per 1,000 population and on greenfield sites, part of this requirement is provided in the form of a community growing space. This generates a need of approximately 0.3 ha of open space. The proposal includes extensive areas of open space totalling approximately 2ha which includes central open space, southern open space with community orchard and children's allotments. As such this proposal significantly exceeds the requirements in the emerging policies.

7.60 Policy E12 – Low Carbon Design seeks to ensure that new development addresses climate change through low carbon design. In residential schemes, this requires a reduction in CO2 emissions of at least 19% in the Dwelling Emission Rate compared to the Target Emission Rate required under part L of Building Regulations. In addition, the policy seeks to ensure that the development has demonstrated its long-term sustainability in the form of an assessment under the Home Quality Mark (HQM). The applicant has confirmed that this requirement will be fully met.

7.61 Policy E14 – The Local Ecological Network requires that new development results in

biodiversity net gain. An ecology strategy has been developed that recognises the key nature conservation features of the site. A key part of the landscape masterplan is the proposal for a number of attenuation basins and swales which not only provide valuable habitat in their own right, but increase the value of existing, retained habitats. Additional features have been incorporated such as the creation of species rich grasslands and tree planting, together with the installation of bat and bird boxes and reptile refuges. These features have been designed to complement habitats in the wider area., and the development is considered to achieve net gain in biodiversity, over the existing agricultural use.

Housing policies

7.62 Policy H1 of the Local Plan 2036 seeks to maximise the opportunity to improve the quality of life, health and well-being of current and future residents through, inter alia, appropriate internal space standards for new dwellings.

7.63 The Government's policy on the setting of technical standards for new dwellings is set out in the Ministerial Statement of 25th March 2015.This statement should be taken into account in applying the NPPF. New homes need to be high quality, accessible and sustainable. The Council does not have a current Local Plan Policy that allows it to require compliance with these standards. Policy H1 is proposed within Draft Local Plan which would secure new housing developments to provide adequate internal and external space to ensure appropriate living environments for future occupiers, in accordance with the Technical Housing Standards. This application proposes that 46 (92%) of the dwellings would comply with the Nationally Described Space Standards. As such this proposal substantially complies with the emerging requirements in this policy.

7.64 Policy H3 – Housing density now requires that development within the Borough provides minimum housing densities, depending on their location. This is to ensure that development maximises the finite amount of land in a full and sustainable manner. The proposal delivers 20 dwellings per hectare based on the developable area. Whilst this is very low, given the context in respect to the setting of the Conservation Area and the amount of development it is considered appropriate and accords with the figure in the draft allocation.

7.65 Policy H4 - Housing mix outlines that development will be expected to provide a range of dwelling types to meet identified local housing need; and incorporate approximately 35% as two-bedroom homes as part of the overall housing mix. This proposal does provide a range of 2, 3 and 4-bedroom units. The proposal provides 22 two-bedroom units, which is 44 % of the total. As such this proposal complies with this emerging policy.

7.66 In conclusion on this matter, the Pre-Submission Havant Borough Local Plan 2036 has not yet been submitted for examination to the Secretary of State. As such in accordance with paragraph 48 of the NPPF, and having regard to the level of objection received during the pre-submission consultation, it is considered that only limited weight can be attributed to the policies within it. Notwithstanding this, a number of relevant emerging policies have been fully or partially met and this threshold has been weighted into the overall planning balance made on this application.

(iii) Impact on Heritage Assets

7.67 The application site, whilst not within the Old Bedhampton Conservation Area, adjoins Farm Cottages which were included in the Conservation Area under the recent review. Local Plan policy CS11 - Protecting and Enhancing the Special Environment and

Heritage of the Borough advises that development should protect and where appropriate, enhance the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to consideration areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, building of local historic or architectural interests.

7.68 The Conservation Officer has provided a detailed response setting out the considerations in respect to the impact on Heritage Assets and this is reproduced below.

Policy Considerations

7.69 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area.

7.70 The recently published Good Practice Advice Notes 1, 2, 3 from Historic England, supersede the PPS 5 Practice Guide which has now been withdrawn by Government. The Historic Environment Good Practice Advice (GPA) in Planning Note 2, states at paragraph 4: The significance of a heritage asset is the sum of its archaeological, architectural, historic, and artistic interest and provides at paragraphs 8, 9 and 10 that in order for the Local Planning Authority to make decisions in line with legal requirements, the objectives of the development plan; and, the policy requirements of the NPPF, great importance is placed on understanding the nature, extent and level of the significance of the heritage asset.

7.71 Of particular relevance for this application, given its location adjacent to the Conservation Area, is Good Practice Advice (GPA) Note 3 – The Setting of Heritage Assets. This note provides advice on understanding setting, how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views contribute to setting. This guidance note also advises that setting is not a heritage asset or a designation in itself, but its importance lies in what it contributes to the significance of the heritage asset.

7.72 The National Planning Policy Framework (NPPF) 2019 sets out the policies that the Council must take into account when determining planning applications. The NPPF sets out, in Section 16, the proposals regarding Conserving and Enhancing of the Historic Environment. The following paragraphs are of particular relevance:

7.73 Para. 189 advises that in determining planning applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including the contribution made by their setting.

7.74 Para. 192 advises that in determining applications, local planning authorities should take account of:

a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
b) The positive contribution that conservation of heritage assets can make to sustainable communities including economic vitality; and
c) The desirability of new development making a positive contribution to local character and distinctiveness.

7.75 Para. 194 states that any harm to the significance of a designated heritage asset requires clear and convincing justification. It should also pass certain tests depending

on the magnitude of harm caused.

7.76 Para. 196 states that where a development proposal will lead to less than substantial harm, this harm should be weighed up against the public benefits delivered by the proposals.

7.77 Current Local Plan Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) at section 4, advises that planning permission will be granted for development whereby it protects and where appropriate, enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to Conservation Areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.

7.78 Policy DM20 from the adopted Allocations Plan 2014 advises that planning permission will be granted for development that conserves and enhances the historic assets of the Havant Borough and that a heritage statement is expected for developments which have the potential to affect heritage assets.

7.79 Emerging Policy E13 from the Draft Local Plan 2036 provides similar advice to existing Policy CS11, but also adds that where harm cannot be avoided, mitigation must be proportionate to the impact and the significance of the heritage assets and fully incorporated into the development proposals.

Key points from Heritage Statement (Terence O'Rourke Ltd) and Draft CAAMP (Havant Borough Council)

7.80 The Heritage Statement by Terence O'Rourke Ltd describes the significance of Old Bedhampton in Chapter 3, detailing the key listed buildings and the general growth of the village. Para. 3.6 makes reference to the Figure 2 map (1810) which shows large square fields parallel to the coastal road and two narrow routes leading south from Lower Road to Broad Marsh. Para. 3.8 makes reference to the 1868 map (Figure 3) which shows the area beneath Lower Road as a single large field parcel, with the route south to the marshes retained and crossing a bridge over the new railway. Para. 3.10 highlights in the introduction of Manor Farm in 1909 which was a new farm comprising planned courtyard of farm buildings and three houses on the south side of the road. Housing on the north side of Lower Road continued to emerge up until the 1950s.

7.81 The Old Bedhampton Conservation Area, which was first identified in 1980 has recently been reviewed with the inclusion of Manor Farm (adjoins the application site) and an updated Character Appraisal and Management Plan (CAAMP).

7.82 Para. 2.7 of this appraisal identified '*the immediate setting of the Conservation Area is an important aspect of its significance, particularly areas such as Bidbury Mead, lands to the south of Bidbury Lane and farmlands to the south and south west of Lower Road. These lands have provided a rural setting of the Conservation Area and settlement. Any proposed development with these areas would have to meet the requirements set out in Listed Buildings and Conservation Areas Act 1990. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area'.*

7.83 Para 2.8 goes on to identify – '*Apart from changes to the mill lands to the south and southeast, the conversion of Manor Farm and development to the north side of Lower*

Road, the historic landscape and field patterns remains remarkably intact, including the network of routes, tracks and paths, some of which have their origins recorded as far back as the 1770s'.

7.84 Para 2.9 – '*Exceptions include the intrusive row of non-native coniferous trees that form a new boundary line between the fields to the south of Lower Road. Also the route of Narrow Marsh Lane which is known to have existed in circa. 1709 and on historic map dating from 1797 (Figure 6), which leaves Lower Road and leads to a bridge over the railway line to the land beyond. Recorded as a route in the late 18th century, it is now a track. The link to the harbour was severed by the construction of the A27 by pass'*.

7.85 Para 4.7 identifies the existing urban grain – '*Due to the limited periods of change, the spatial and contrasting urban grain and development patterns are legible. For example, the nucleated yet loose pattern within the historic core sits in contrast to the interwar and post-war development to the north and west. The late Victorian / early Edwardian terracing to the west is distinct in terms of its grain and density being much tighter than that of the interwar development north of Lower Road and the large detached dwellings sitting within ample grounds within the historic core. The rural setting to the settlement is a key feature of its character including the location of buildings that had a link with the working landscape'.*

7.86 Para 4.12 - The farmlands to the south and south west of the current lanes are considered to reinforce the rural origins of the settlement. This role is evidenced by the surviving farm group to the south side of Lower Road and the farmland with the historic route / footpath leading to another bridge providing access to the severed area south of the railway line. The presence of the line of non-native conifers intrudes into this setting but does not remove the sense of that connection.

7.87 Responses from local residents were made during the consultation on the draft CAAMP, that the boundary of the Conservation Area should be reviewed to include the land south of Lower Road (including former farm buildings and agricultural lands) (amongst other areas), as these have important historic connections to the Conservation Area. However, the Council's response was that '*although these areas form part of the setting to the Conservation Area, and historic connections can be evidenced from mapping and other sources, they are mainly fields that do not have the special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Therefore, these areas were not included within the recommended revised boundary of the Conservation Area'*.

Assessment

7.88 The NPPF makes clear the importance of identifying and assessing the particular significance of any heritage asset and explains that this needs to be taken into account when considering the likely impact that development proposals may have. The NPPF also requires that '*a thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it*'.

7.89 The NPPF also advises that *'the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other*

may have a historic or aesthetic connection that amplifies the experience of the significance of each.'

7.90 In this regard the heritage assets are the Old Bedhampton Conservation Area and the listed and locally listed buildings which form part of the Conservation Area. The significance of the Old Bedhampton Conservation Area derives from a dispersed pattern of development, with expansive green spaces and fields to the East, South and South West. There is an eclectic mix of dwellings of varying styles and ages, reflective of the village's incremental historic growth. Overall, this results in an informal, loose knit appearance, which is reinforced by the network of narrow, often windy lanes and the predominance of mature trees and hedges, both within gardens and as property boundaries. This gives the Conservation Area a sense of tranquillity and rural character, in spite of its proximity to the more suburban development that sits to the west and north of the area.

7.91 Part of the analysis on the impact on setting, is to establish whether the setting of an affected heritage asset makes a contribution to its significance and the extent and/or nature of that contribution. Both setting, and views which form part of the way a setting is experienced, may be assessed additionally for the degree to which they allow significance to be appreciated.

7.92 The Conservation Area's setting to the south and south west is dominated by open countryside. The Conservation Area derives part of its significance from this setting, which contributes to the rural character of the Conservation Area and is important in supporting its historic separation, both physically and in terms of character, from 20th century developments that encroached onto the area.

7.93 The introduction of new dwellings south of Lower Road will alter the landscape and extend the urban boundary southwards towards the railway line and closer towards Old Manor Farm (a locally listed building, within the Conservation Area), although this will be separated by a narrow landscape buffer and rear gardens of only single storey dwellings. The proposal would also extend development into the wider open countryside setting that contributes to the historical significance of the Conservation Are., The resultant impact, which would diminish the perception of largely unaltered rural surroundings would thus harm the setting and the significance of the heritage asset.

7.94 Nonetheless, the proposed development would be set back from the existing dense boundary hedgerow to the south of Lower Road and would be only marginally visible from further up Lower Road, when travelling south, moving outside of the conservation area boundary. The lowest density of housing is proposed near the Lower Road boundary and this will include extensive landscaping and be well spaced to provide a sense of openness and a rural character. Traditional style materials are proposed which is positive.

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7.95 The proposed development would introduce additional traffic which would have an impact on the tranquillity of the Conservation Area. Any harm would be moderated by the constrained highway layout involving a number of tight bends, which would moderate speed, and the relatively limited scale of development.

7.96 However, in the case of the impact on the Conservation Area and its setting, detailed above, it is considered that the overall extent of harm to the significance of the conservation area would be towards the lower end of the **less than substantial** bracket.

7.97 Turning to consider the impact on listed buildings, there is a degree of separation and the site is not readily visible from the closest listed building (The Elms) and impact of the physical building works to the buildings themselves and their settings would be limited. However, given the degree of separation and respective distances involved from the northern boundary of the development site, it is considered that the impact on the closest listed building (The Elms) and its setting would be negligible.

7.98 However, as the harm to the significance of the heritage asset can be moderated to a degree, it is concluded that less than substantial harm would result. In accordance with NPPF, this is a matter which needs to be weighed against the public benefits of the proposal and the overall planning balance.

(iv) Impact on the Character and Appearance of the area

7.99 In addition to the impact on Heritage Assets, it is necessary to consider the impact of the proposed scheme on its wider environs.

7.100 The site is within Local Character Area (LCA) 13: Historic Bedhampton and comprises Landscape Character Type H: Open lower harbour plain. The key considerations in this respect relate to:

- Protect existing natural and heritage assets and the character of the Conservation Area – this has been considered in section (v) above
- Taking design cues from the surrounding character area, avoiding suburbanisation and,
- Protect and enhance existing habitat and green infrastructure.

7.101 The application is supported by a Landscape & Visual Impact Assessment (LVIA) which considers the relationship of the proposed development to the existing landscape character and context of the site in terms of views of it. The LVIA notes that the site would have a strong relationship with residential properties in Lower Road occupying a 'settlement edge' and that the coniferous shelterbelt serves to separate the more sensitive Conservation Area from the proposed development site. The LVIA categorises the effects of development on difference parts of the LCA in terms of its severity and time frame over which the impact will be felt.

7.102 The LVIA assesses the impact under 3 areas, and concludes in respect to Area 1 (Old Manor Farm including application site), on balance, the proposed development would result in a high adverse magnitude of effect **mainly affecting the site** with the rest of the LCA less affected. Combined with a medium sensitivity, the overall landscape effect would be major/moderate adverse. This effect is considered significant in line with the methodology, and is to be expected as a result from development of the site. The remaining Area 2 (19th and 20th Century housing) would experience a low adverse magnitude of landscape effect; whilst Area 3 (Old Bedhampton Conservation Area (north)) would experience a neutral effect. In respect to the Wider LCA it is concluded that the impact would be moderately adverse, but would diminish over time.

7.103 The moderately adverse impact reflects the fact that the change from countryside to residential would be a clear, irreversible impact that would be incapable of full mitigation, particularly when viewed close-up, however once developed and additional landscaping provided, the scheme would be viewed prominently through trees, or against the existing built up area such that the site would have limited impact on the wider LCA.

7.104 The impacts on visual receptors (dwellings and user of roads and footpaths), local residents and those travelling along Lower Road would be major/moderate adverse at the Site level only, reducing to low adverse/neutral with distance. Therefore, the effects would, at worst, be major/moderate adverse for the parts of the Site proposed for built development at the construction and operational stage (Year 1). This is due to the change in character from farmland to a residential.

7.105 However, as the planting associated with the green infrastructure areas matures through time, the landscape, ecology and visual effects would improve, so that at site level, these are expected to be no greater than minor negative due to the additional physical enclosure, landscape integration and visual softening and screening provided by the proposed planting. In turn, the effects on the parts of the character area surrounding the site would also be further tempered in the medium to long term. Furthermore, the development with a mixed planting of broadleaved and native species would provide enhancement through contributing to local green infrastructure.

7.106 In longer views from the south, views of the development site would be more distant and would be seen in the context of the existing development and overall the character and amenity of the panoramic views would be retained.

7.107 The proposed development would extend the defined settlement boundary, but given the landscape setting proposed and the characteristics of the surrounding land and the proximity of the existing development, it is considered that it would appear as a modest extension to the existing settlement.

7.108 Overall, it is considered that the layout responds to the constraints and natural assets of the site and the principle of residential development on this site is considered acceptable in terms of landscape impact and is not contrary to the objectives of saved policies or emerging planning policies.

(v) <u>Impact upon residential amenity</u>

Impact on existing residents

7.109 The main impacts in terms of residential amenity relate to the adjoining properties on the south side of Lower Road and the properties on the opposite side of Lower Road, together with wider traffic impacts which are considered further below in Section (vi).

7.110 In respect to the properties on the opposite side of the road these are elevated in respect to the application site and the road provides separation. As such the proposed development is not considered to result in unacceptable loss of light and overlooking. In respect to the properties adjoining the site boundaries to the north, and in particular Manor Barn, separation distances for habitable rooms achieve 20 metres in accordance with the Borough Design Guide SPD and additionally the proposed dwellings backing onto these properties are single storey. Hence there is not a requirement to obscure glaze or restrict opening. There would be an impact on outlook, but given the separation distances and single storey form of the proposed development adjoining this dwelling, a refusal on over-dominance could not be substantiated.

7.111 In respect to Farm Cottages, the nearest proposed dwelling is a bungalow which is set off the boundary on falling ground and as such would not be over dominant, and in accordance with the Design Guide the separation distances between the existing and proposed dwellings are appropriate to retain amenity. As such there would be no significant loss of amenity to existing residents and the development would comply with policy CS16 of the Core Strategy, the Design SPD and the NPPF.

7.112 Regarding the general impact of increased traffic on the highway network the scale of development is relatively low and the road configuration limits speed, such that the associated loss of amenity is not so great as to support refusal.

Impact on future residents

7.113 Policy CS16 states that proposals for noise-sensitive development, including residential uses, which would result in the occupiers of such development being exposed to unacceptably high levels of noise will not be permitted. This policy is consistent with that of Paragraphs 170 and 180 of the NPPF, which respectively require that planning should always seek a good standard of amenity for existing and future occupiers of land and buildings, and that the planning system should prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, amongst other things, unacceptable levels of noise pollution.

7.114 A Noise and Vibration Impact Assessment has been provided taking into account noise generated from traffic on the A3(M), A27, and railway line. The noise assessment glazing and ventilation specifications have been determined and standard thermal double-glazing specification should achieve a satisfactory internal environment in all habitable rooms. The report concludes that development can be delivered without causing significant harm to the amenity of future residents. The assessment has indicated that vibration on the area of the site proposed for development is insignificant. A post construction verification condition is proposed to ensure compliance with this requirement.

7.115 The Environmental Health Officer has assessed the impacts including air quality, noise, vibration and contamination and has raised no objection and is satisfied that subject to conditions a satisfactory environment for future residents can be achieved.

(vi) <u>Access and Highway Implications</u>

7.116 The National Planning Policy Framework (NPPF) at Paragraph 109 states that, in relation to development proposals, decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 110 of the NPPF also states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

7.117 The application provides for a Transport Statement and in response to the initial consultation from HCC Highways a Technical Note was subsequently submitted. As part of this the following junctions have been modelled to 2024, including the 'Forty Acre Farm' site (planning reference APP/18/00450) as a committed development.

- Site Access/Lower Road;
- Brookside Road/Bedhampton Road; and
- Bedhampton Road/Bedhampton Hill Roundabout.

7.118 A subsequent sensitivity test has been undertaken to model the aforementioned junctions to 2024. Under this scenario, the Portsdown Hill Road arm of the Bedhampton Road/Bedhampton Hill Roundabout increases to a capacity of 0.92 and 1.08 in the AM and PM peaks respectively, where 1.0 would represent the theoretical

capacity. Whilst the latter is noted to be overcapacity, this is primarily caused by background growth at the roundabout, with the vehicular traffic from this development only resulting in 1 additional movement every 4 minutes across the peak hours. The predicted vehicular flows through this junction of 17 in the AM peak and 15 in the PM peak in 2024 result in an overall increase in vehicular flow of 0.75% and 0.58% in the AM and PM peaks respectively. For this reason, mitigation from this development is not considered necessary.

7.119 Updated accessibility work highlights that a number of the identified schools sit close to the maximum preferred walking distance. As a result, a route to school audit was requested on the main route to these schools to understand whether there are any improvements required as part of this development to maintain safety and encourage sustainable modes travel to school. Through this assessment, a number of improvements were identified, as detailed in drawing number ITB12174-GA-007 Rev A. The Highway Authority have reviewed these improvements, and this is considered adequate mitigation for the forecast increase in vehicular and pedestrian movements on routes to school. A S106 is required to secure a contribution towards the improvements.

7.120 Extensive representations have been received by interested parties raising concerns as to the highways impacts and related accessibility issues of this proposal. In particular concerns are raised that the existing highway network in the vicinity and in particular Lower Road is unsuitable for the extra traffic that would be generated by the development, with the absence of footways and presence of tight bends resulting in safety issues and conflict between vehicles and pedestrians with pedestrians having to walk in the road along Lower Road, Brookside Road and Bidbury Mead. .

7.121 The concerns in particular relate to the intensification of use of these roads by vehicles including mobility scooters, cyclists and pedestrians including a 50m section of Lower Road with no footway. A number of improvement options have been explored; however, the limited width of the highway constrains what is achievable here. The Highways Authority has carefully considered the impact of the development on the current layout. There have been no recorded accidents over the past 20 years at this location. Vehicle use is forecast to increase by 26 trips in the AM and PM peak hours and pedestrian use by 12 in the AM peak and 8 in the PM peak. Vehicle speeds are low in the area, with 85th percentile speeds of 18.1mph eastbound and 15.7mph westbound (adjusted for wet weather). Hampshire County Council's safety auditor has reviewed the impact of the development on this section of highway and considers that the current safe operation of Lower Road will not be affected by the additional vehicular and pedestrian flows.

7.122 Additionally there is also an alternative walking route utilising Footpath 107, which is accessed from Lodge Road. However, this is only partially lit and surfaced and of restricted width, and whilst this offers an alternative route for some users is it not accessible to all users.

7.123 Lower Road does not contain a footway. To address this matter, a 2m wide footway is proposed internal to the site, linking to the junction with Lodge Road to the west via tactile paving. Signage towards Footpath 107 and Lodge Road would be provided.

(vii) <u>Flooding and Drainage</u>

7.124 The site is not located within an area at risk from flooding and the latest Environment Agency 'Flood Zone Map' (March 2019) indicates the site is located within the lowest risk category - Flood Zone 1. 'Flood Zone 1' is land assessed as having a less than 1

in 1000 (<0.1%) annual probability of flooding from a main river in each year and is not within an area of recorded river flooding. Additionally, the site is not at risk of flooding from all ordinary watercourses within the locality of the development, nor from tidal flooding.

Surface Water Management

7.125 The surface water management proposals have been developed in consultation with the Environment Agency (EA) and the Local Lead Flood Authority (LLFA) and comprise a SuDS scheme to collect, attenuate and convey the surface water runoff from the proposed development. Surface water from the development will be conveyed to the south of the site using swales which will connect into attenuation basins. The attenuation basins are linked to a borehole to dispose of surface water. The system has been designed in accordance with guidance which requires assessment against a 1 in 100 year event, plus a 40% allowance for climate change.to mitigate any residual risk of surface water flooding to the site in its developed state.

7.126 A management company is proposed, and a Section 106 Agreement will require full details of how the SUD's are managed and maintained to ensure the optimum operation of the system.

Foul sewerage

7.127 There is an existing off-site sewer to the east of the site. A new sewer from the development connecting into the existing sewer network to the east will be constructed by Bargate Homes. A standard "per unit" tariff payment will be made to Southern Water to carry out any necessary upgrades. The applicant will fund the costs of these new connections and make payments directly to Statutory undertakers. Southern Water have confirmed that it's network can facilitate foul sewerage disposal to service the proposed development. The Lead Local Flood Authority and the Environment Agency have been consulted, and subject to conditions raise no objection.

(viii) <u>The Effect of Development on Ecology</u>

7.128 The site overall comprises a fairly typical area of south Hampshire farmland and is of generally limited ecological value. The site has been shown to support foraging/commuting bat species (primarily around the vegetated margins), a range of widespread bird species, and a small population of common reptile species.

7.129 The proposed landscaping scheme would provide a useful area of open greenspace within the south of the site. This will include areas of sown species-rich grassland, native hedgerow, trees and scrub and wetland features and should provide a valuable range of habitats. Mitigation measures are provided for the identified ecological receptors, entailing timing vegetation removal to avoid nesting bird impacts and the use of habitat modification to encourage the translocation of reptiles from the northern boundary

7.130 The site forms part of the larger Solent Waders & Brent Goose Strategy (SWBGS) Site H05a, which is listed as a Secondary Support Area. The proposed development will result in the loss of 3.85ha Special Protection Area (SPA) supporting habitat and a mitigation package comprising a mix of on-site recreational greenspace and a proportionate financial contribution equalling £329,036 towards the protection of the wider SWBGS network is proposed in accordance with the required SWBGS.

7.131 The Council's Ecologist and Natural England have confirmed that the proposed mitigation, compensation and enhancement measures are acceptable.

(ix) Impact on Trees

7.132 A number of poor quality trees are shown to be removed as they are unsuitable to be protected by a Tree Preservation Order. These include the TPO'd conifer belt on the eastern boundary, which are approaching the end of their life, and are non-native. The remaining trees on and offsite can be adequately protected during the course of development by the protective fencing proposed and the Council's Arboriculturalist has concluded that the tree work specified to be carried out in the method statement is appropriate and necessary. The trees to be removed are all of low grading, and as such should not be considered a constraint to development. They do however provide extensive ecological benefit to the site, and the proposed landscaping plans have been amended to provide mitigation planting with native species. In summary provided that the methodology set out in the arboricultural reports is strictly adhered to there is no arboricultural objection.

(x) Impact on archaeology

7.133 The site has been considered for its below ground archaeological potential as part of an Archaeological Desk Based Assessment which has been submitted as part of this planning application. In terms of relevant nationally significant designated heritage assets, no World Heritage sites, Scheduled Monuments, Historic Battlefield or Historic Wreck sites are identified and the site contains no designated or undesignated heritage assets currently recorded.

7.134 The site lies in an area on the fringe of Langstone Harbour that was exploited in the Mesolithic; the Neolithic burial mound suggests the landscape continued to be exploited subsequently. The Langstone Harbour edge is rich in Bronze Age archaeological evidence and Iron Age settlement and salt working has been found. It is a richly used landscape in the Roman period. The County Archaeologist has assessed the submitted study and considers that it is inescapable that the site has a high archaeological potential – i.e. the potential to encounter archaeological sites which are as yet unrecorded. Notwithstanding concerns expressed about the submitted study, he is satisfied that this matter can be addressed, and his recommendation is for an archaeological condition to secure a preliminary archaeological survey to establish the location, extent and character of any archaeological remains within the site and to secure the archaeological investigation of any archaeological remains identified and an appropriate reporting and recording of those results.

7.135 The representations received raise concern that the proposed development will result in potential destruction of archaeological material in respect to Marsh Lane. The County Archaeologist has assessed this matter and advised that *archaeology 'below' the lane is least likely to survive. Long lived routeways tend to be eroded features that cut into the ground and are brought back up by successive surfacing.* In respect to ownership of Marsh Lane the agent has confirmed that it falls within the land covered by the Notice to owners.

7.1361 In conclusion, provided that appropriate conditions are secured there is no objection on archaeology grounds.

(xi) Community Infrastructure Levy (CIL), Contribution Requirements and legal agreement

7.137 The impacts of the proposed development on key infrastructure have been assessed and an Infrastructure Delivery Statement submitted. The infrastructure provision in

respect to highways, education, flood risk/drainage, health, open space, leisure and utilities has been considered and mitigation for the potential impacts on infrastructure proposed which would be the subject of a legal agreement as set out below.

7.138 The development is CIL liable. Additionally, having regard to the consultation responses received and the planning considerations set out above a S106 Agreement will be required in respect of the following matters: -

1. Affordable Housing
2. S106 monitoring fee
3. Open Space, orchard, children's allotments and associated infrastructure should be provided by the developer and arrangements for maintenance incorporated in the Management Plan. Including measures to ensure that the open space in managed in a Nutrient Neutral manner
4. Solent Recreation Mitigation Strategy contribution currently £33,975.70
5. SUDS bond
6. A contribution towards Health of £8,000
8. Mitigation Payment to the SWBGS of £329,036.40. for loss of secondary support habitat
7. Permissive paths
8. A contribution towards a Community worker of £12,500
9. Delivery of site access works via a S278 agreement, prior to commencement of development.
10. Financial contribution of £23,489 to be paid towards the route to school improvements identified in drawing number ITB12174-GA-007 Rev A prior to occupation of any dwelling.

8 <u>Conclusion</u>

8.1 The development site lies outside of the built-up area and is not provided for in current adopted Local Plan policy - as a result the proposal is contrary to development plan policy. The development plan is a pre-eminent consideration which must be outweighed by other material considerations in cases of conflict.

8.2 Notwithstanding that the site is located outside of the urban area in the development plan in the countryside, it is proposed for development in the emerging Havant Borough Local Plan 2036. It is reasonably proximate to facilities and services. There are no overriding environmental objections to its development. It would also deliver significant economic and social benefits. The proposed development would make an important contribution to the Borough's five year housing land supply. On that basis, officers consider that in the particular circumstances that prevail at this time, if the applicant's scheme is granted planning permission, it would constitute sustainable development, and this is a compelling material consideration, which indicates that that a decision could be taken that departs from the development plan.

8.3 The setting of the Conservation Area which lies to the south, and south west is dominated by open countryside. The Conservation Area derives part of its significance from this setting, which contributes to the rural character of the Conservation Area and is important in supporting its historic separation, both physically and in terms of character, from 20th century developments that encroached onto the area.

8.4 The introduction of new dwellings south of Lower Road will alter the landscape and increase the urban boundary southwards towards the railway line and closer towards Old Manor Farm (a locally listed building, within the Conservation Area), although this will be separated by a narrow landscape buffer and rear gardens of only single storey

dwellings. The proposal will also extend development into the wider open countryside setting that contributes to the significance of the Conservation Area, diminishing the perception of largely unaltered rural surroundings and as such must be taken into account in the balance of considerations. As such the development of this open site would have an adverse impact on the setting of the Conservation Area, although this has been found to be less than substantial, but must be taken into account in the balance of considerations.

8.5 In respect to listed buildings and their settings given the degree of separation and respective distances the direct impact of the built form would be negligible and any impact form traffic would replect with those on the Conservation Area generally.

8.6 In respect to the landscape impact, the additional landscaping that is proposed would reduce, and mitigate to a degree, the landscape impact of the development and overall the development would not unduly affect the character and appearance of the wider area. In the longer term the replacement of the conifer tree line with native species would bring both landscape and ecological benefit.

8.7 The Appropriate Assessment concluded that the four avoidance and mitigation packages proposed are 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. The applicant has indicated a willingness to enter into a legal agreement and appropriate conditions to secure the mitigation packages.

8.8 Following extensive review and consultation to address highways concerns, the proposal incorporates measures to improve road safety. Whilst these measures are limited owing to the existing constraints, the scheme, which has been subject to a Road Safety Audit, will allow connection from the site to Bedhampton and Havant providing acceptable sustainable access to the site and key facilities. Overall the impacts on the highway network could not be considered to be severely harmful to the safety or free flow of the highway network and as such the development should not be refused.

8.9 In conclusion, having regard to the presumption in favour of sustainable development and the requirements of paragraph 11 of the NPPF, that planning permission should be granted for such development unless any other material considerations indicate otherwise, it is considered that there are public benefits from the environmental, social and economic dimensions that can be captured from this proposal, and as such the proposal does constitute sustainable development. Accordingly, in what is a challenging and complex balance of heritage impact and sustainable development principles, and notwithstanding the development plan position in relation to the site, the application is recommended for permission.

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9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/00450

(A) a Section 106 Agreement as set out in paragraph 7.138 above; and

(B) the following conditions (subject to such changes and/or additions that the Head of

Planning considers necessary to impose prior to the issuing of the decision):

1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Planning
Application Form
Infrastructure Delivery Statement
CIL Assumption of Liability Form
CIL Additional Information Form
Planning Design & Access Statement
Affordable Housing Statement
Statement of Community Involvement
Compliance statement
Architect's Plans

- 17.043.102 Rev P – Site Layout
- 5992-601-C- GENERAL HIGHWAY ARRANGEMENTS
- HGP 17.043.226 SHEET 1 OF 2- STREET SCENES SHEET 1 OF 2
- HGP 17.043.227 SHEET 2 OF 2 STREET SCENES SHEET 2 OF 2
- 17.043.102 Rev P – Tenure Plan
- 17.043.200 Rev D – House Type A
- 17.043.205 Rev D – House Type F
- 17.043.205A – House Type F Terrace
- 17.043.205B Rev A – House Type F Terrace Affordable
- 17.043.206 Rev D – House Type F – Semi - Affordable
- 17.043.215 Rev D – House Type N - Affordable
- 17.043.220 Rev C – House Type HA
- 17.043.225 Rev B – Sub-Station
- 17.043.216 Rev D – Car Barn and cycles
- 17.043.226 Rev B – Street Scenes 1
- 17.043.227 Rev B – Street Scenes 2
- 1860-TF-00-00-DR-L-1002 Landscape Rev 07 (sheet 1 of 5)
- 1860-TF-00-00-DR-L-1003 Landscape 05 (sheet 2 of 5)
- 1860-TF-00-00-DR-L-1004 Landscape Rev 04 (sheet 3 of 5)
- 1860-TF-00-00-DR-L-1005 Landscape Rev 07 (sheet 4 of 5)
- 1860-TF-00-00-DR-L-1006 Landscape Rev 05 (sheet 5 of 5)
- 5992-P01B Drainage Strategy layout
- •Flood Risk Assessment & Development Drainage Strategy Rev B

- Letter from Vivid dated 25th September 2019
- Revised CIL Form

Highways
Transport Assessment
Ecology

Miscellaneous
Noise and Vibration Assessment
Flood Risk Assessment
Drainage information responding to LLFA comments
Archaeological Desktop Assessment
Air Quality Assessment October 2018
Arboricultural Impact Appraisal and Method
Preliminary Desk Study & Ground Investigations Letter Report

Reason: - To ensure provision of a satisfactory development.

Landscape and materials

3 No above ground development shall take place until a further detailed Scheme of Soft and Hard Landscape Works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

i) Written specifications (including cultivation and other operations associated with plant and grass establishment,

ii) Planting methods, tree pits & guying methods,

iii) schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate,

iv) Retained areas of grassland cover, scrub, hedgerow, trees and woodland,

v) Manner and treatment of watercourses, ditches and banks,

vi) Details of all hard-surfaces, such as paths, access ways, seating areas and parking spaces, including their appearance, depth and permeability,

vii) Means of enclosure, in particular boundary walls and planting around properties and including their frontages, including any retaining structures,

viii) The type of street lighting including calculations, contour illumination plans and means to reduce light pollution

ix) A timetable for implementation of the soft and hard landscaping works.

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

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape and mitigate any impact upon the amenities of neighbouring properties, and to ensure that the roads, footway, footpath,

cycleway, street lighting and surface water drainage are constructed to an appropriate standard to serve the development in accordance with policies DM10, CS12 and CS16 of the Havant Borough Local Plan (Core Strategy 2011) and the National Planning Policy Framework.

4 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of the materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Ecology and trees

5 Prior to the commencement of development activities, a site-wide ecological mitigation strategy shall be submitted for approval to the Local Planning Authority. This strategy shall be in accordance with the outline ecological mitigation, compensation and enhancement measures detailed within the Ecological Assessment (Aluco, April 2019) and shall be in accordance with any submitted landscape, drainage and lighting strategies. All ecological mitigation, compensation and enhancement measures shall be implemented in accordance with the agreed details and maintained in perpetuity in a condition suited to their intended function, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

6 Prior to the commencement of development activities, a Construction Environment Management Plan (CEMP) shall be submitted for approval to the Local Planning Authority. The CEMP shall be informed by the identified ecological receptors detailed within the Ecological Assessment (Aluco, April 2019) and including measures to address the impacts , percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) should be avoided during the bird overwintering period (i.e. October to March inclusive). Development shall be implemented in accordance with the agreed CEMP unless otherwise agreed in writing by the Local Planning Authority.

Reason: to provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011

7 Prior to any demolition, construction or groundwork commencing on the site the approved tree protective measures, including fencing and ground protection, as shown on Bernie Harverson's Arboricultural Method Statement and Tree Protection Plan dated June 2019 shall be installed. No arboricultural works shall be carried out to trees other than those specified and in accordance with the submitted Tree Survey. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles

or fires.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework and Policy CS16, of the Havant Borough Local Plan (Core Strategy) 2011.

Environmental

8 No development shall take place until a site-specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The approved Plan shall be adhered to throughout the construction period. The plan should include, but not be limited to:

• An indicative programme for carrying out of the works

• Procedures for maintaining good public relations including complaint management, public consultation and liaison

• Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)

• The arrangements for deliveries associated with all construction works • Loading and unloading of plant and materials • Storage of plant and materials used in constructing the development

• Location of temporary site buildings, compounds, construction material, and plant storage areas

• Access and egress for plant and machinery

• Protection of pedestrian routes during construction

• All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 - 18.00 hours on Mondays to Fridays and 08 00 and 13 00 hours on Saturdays and; at no time on Sundays and Bank Holidays • Procedures for emergency deviation of the agreed working hours

• Control measures for dust and other air-borne pollutants • Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination

• The parking of vehicles of site operatives and visitors

• The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate • Wheel washing facilities

• A scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To protect the amenities of nearby residential premises during the demolition/ construction phase of the development and having regard to PolicyCS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Environmental – Soil, contamination

9 The development hereby permitted shall be carried out in accordance with the recommended Remedial Works and Contamination Discovery Strategy outlined in sections 11.2 & 13.0 of the Geo-Environmental Services Ltd. Ground Appraisal Report (Ref GE16507-GAR-NOV17 v1.0 08/11/2017), unless otherwise agreed in writing by the Local Planning Authority.

Prior to the occupation of any relevant part of the permitted development, a verification report shall be submitted to and approved in writing by the Local Planning Authority. The verification report must;

a) demonstrate the adequate segregation of made soils deemed inappropriate for use in private garden areas, and either the appropriate 'off-site disposal' or 'within-development placement' of this material to ensure that no unacceptable exposures arise, and;

b) document any assessments &/or remedial actions required to be taken in accordance with the Contamination Discovery Strategy, or if no actions were required; provide a positive declaration that no relevant discoveries of previously undocumented 'suspected contaminated' soils were made.

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], contamination impacted soils have been identified within a discrete deposit at the site where contaminants are likely to exceed levels considered appropriate for use private gardens, allotments or soft-landscaped public amenity land. This condition aims to secure an appropriate use or destination for these soils, to ensure that no unacceptable exposure to harmful contaminants may occur.

Noise

10 The development shall be built in accordance with the noise mitigation recommendations outlined in the acoustic report provided by 24 Acoustics (Technical Report: R6954-1 Rev 1 dated 28th March 2019) attached to the planning application namely:
The specification measures outlined in Parts 5.7 - 5.10 of the report.

The agreed details shall be fully implemented, and validation test results submitted to the Planning Authority before the use hereby approved is commenced and/or any part of the development is occupied.

The measures are based on the units being of cavity masonry construction. Any divergence from this method of construction would require a further acoustic report to reflect the changes, to be submitted, as further mitigation measures may be required in that instance.

Reason - To ensure that acceptable noise levels within the dwellings and the curtilages of the dwellings are not exceeded in the interest of residential amenity and having due regard to policies CS11 and CS16 of the Havant

Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Drainage and Flood risk

11 No development shall begin until a detailed surface water drainage scheme for the site, based on the principles accepted under application reference APP/19/00427, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:
o Provide unit type, and sizing for the Upflow unit and show it is sized adequately for the area it is draining. Please indicate type of unit (manhole or vault to be provided) and show this within the drawing.
o Due to the sensitivity of discharging to a deep borehole soakaway, please provide details of what emergency procedures would be in place to ensure an oil/contamination spillage is promptly dealt and the penstock shut-down mechanism activated to prevent any contamination from reaching the borehole.
o Provide details of the treatment level using the CIRIA Simple Approach Index level provided by the Multi-Stage Treatment Filter" from Hydro International unit. provided by the "Multi-Stage Treatment Filter" from Hydro International.
o Provide details showing how the top layer of the infiltration borehole will be sealed details of what measures such as screening will be provided to prevent entry of debris into the borehole soakaways.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, to reduce the risk of flooding from blockages to the existing culvert, and to reduce the risk of flooding to the proposed development and future occupants. This condition is required in accordance with Section 9 of the Planning Practice Guidance to the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change and Policy CS15 Flood and Coastal Erosion Risk of the Havant Borough Local Plan (Core Strategy) 2011.

12 The development hereby permitted shall not be commenced until a scheme for water quality monitoring of surface water drainage discharging to the boreholes, has been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure controlled waters (groundwater) are protected, and that there is no direct discharges of pollutants to groundwater in line with paragraph 170 of the National Planning Policy Framework, and having due regard to policy DM10 of the Havant Borough Adopted Core Strategy [2011]

Highways

13 Prior to first occupation the visibility splays shown for the vehicular access and two pedestrian accesses shall be provided so that any obstruction within the splays between 0.6m and 3m above the level of the carriageway shall be removed. These splays shall be maintained in this condition thereafter.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

14. Prior to use at least the first 16m of access measured from the nearside edge of carriageway of the adjacent highway shall be surfaced in a non-migratory material and shall be maintained in this condition thereafter.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

15 A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction. Thereafter, throughout such site clearance and implementation of the development, the approved construction traffic access, turning arrangements, mud removal provisions, parking provision and storage compound shall be kept available and used as such.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

16 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve each individual dwelling hereby permitted shall be made fully available for use prior to that dwelling 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.

Archaeology

17 No development shall take place until the applicant has secured a preliminary archaeological survey to establish the location, extent and character of any archaeological remains within the site, the archaeological investigation of any archaeological remains identified and an appropriate reporting and recording of those results the implementation of a programme of archaeological assessment in accordance with a Written Scheme of Investigation that has been submitted to and approved in writing by the Local Planning Authority..

Reason: to establish the location, extent and character of any archaeological remains within the site and to secure the archaeological investigation of any archaeological remains identified and an appropriate reporting and recording of those results. and having due regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2019.

18. Following completion of archaeological fieldwork a report shall be produced in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations and having due regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2019.

Water efficiency/sustainability

19 The development hereby permitted shall not be occupied until 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 water efficiency calculation must be installed before first occupation and retained thereafter.

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 necessary avoidance measures are 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.

Electric Charging points

20 Prior to the occupation of the development full details of the Electrical Vehicle Charging points, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include samples, location and / or a full specification of the materials to be used externally on the buildings. Only the materials so approved shall be used, in accordance with any terms of such approval.

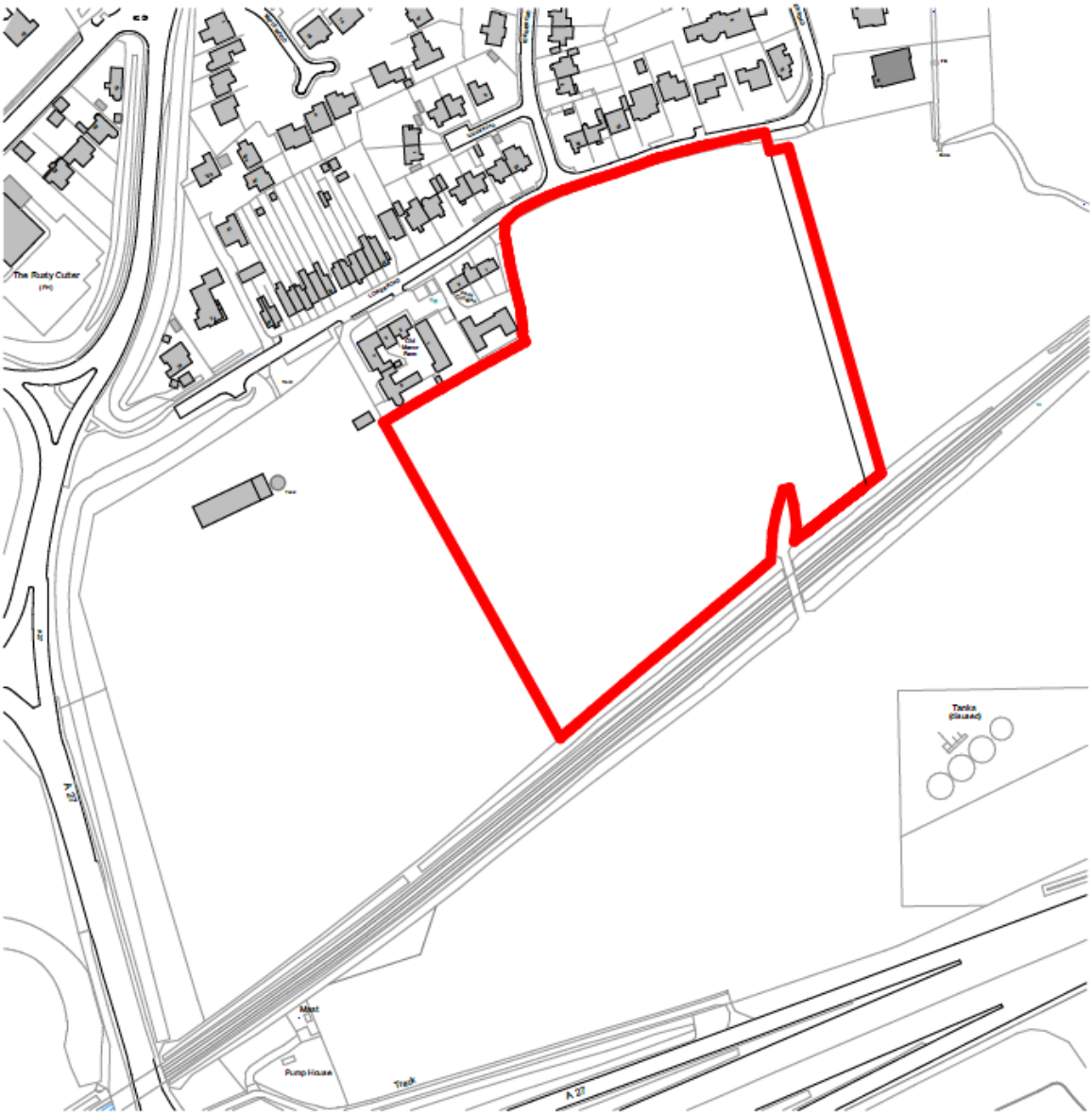
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and Policy IN3 of the Pre-Submission Havant Borough Local Plan 2036 and the National Planning Policy Framework.

Appendices:

(A) Location Plan
(B) Layout Plan
(C) Street Scenes
(D) Street Scenes
(E) Conservation Area Boundary
(F) Footpath improvement to Bidbury Lane

APPENDIX A

LOCATION PLAN



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APPENDIX B

LAYOUT PLAN

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Street Scenes 1 of 2

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Street Scenes 2 of 2

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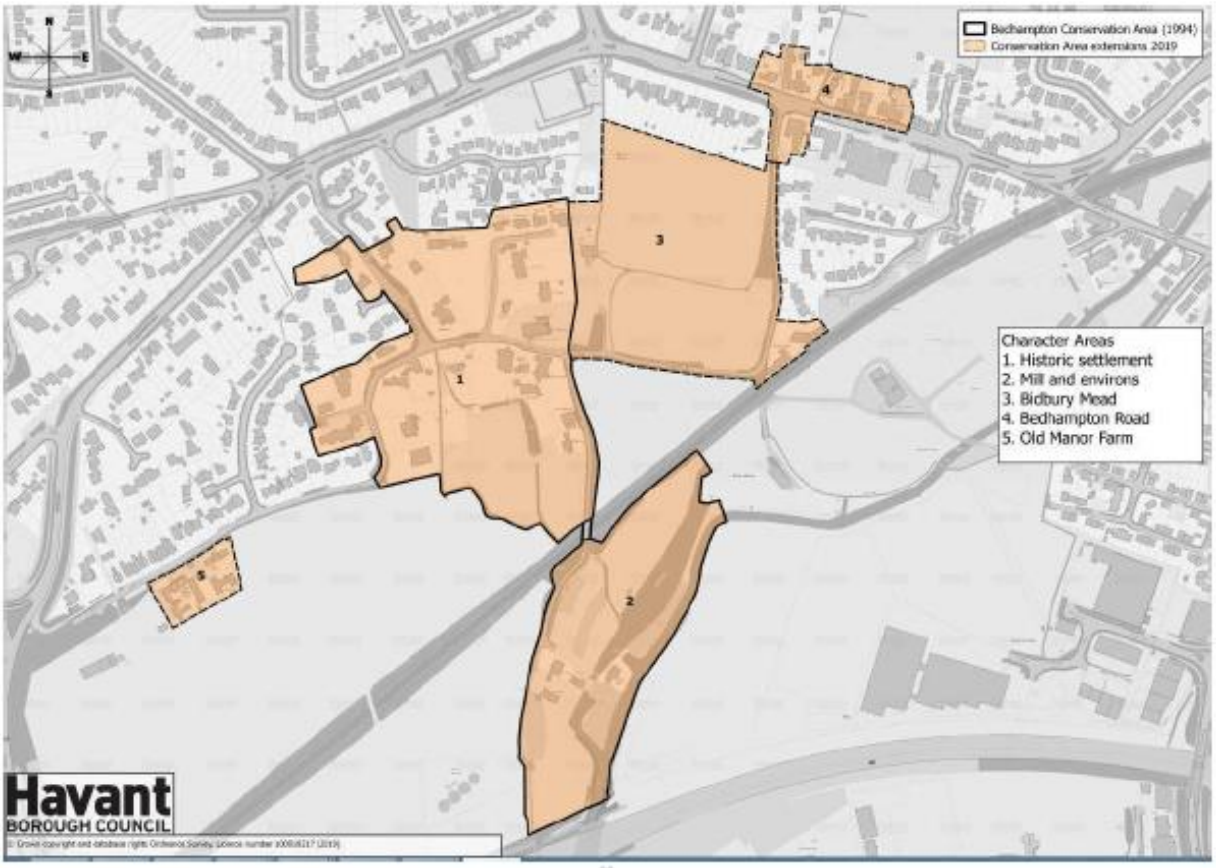
APPENDIX E

Conservation Area Boundary



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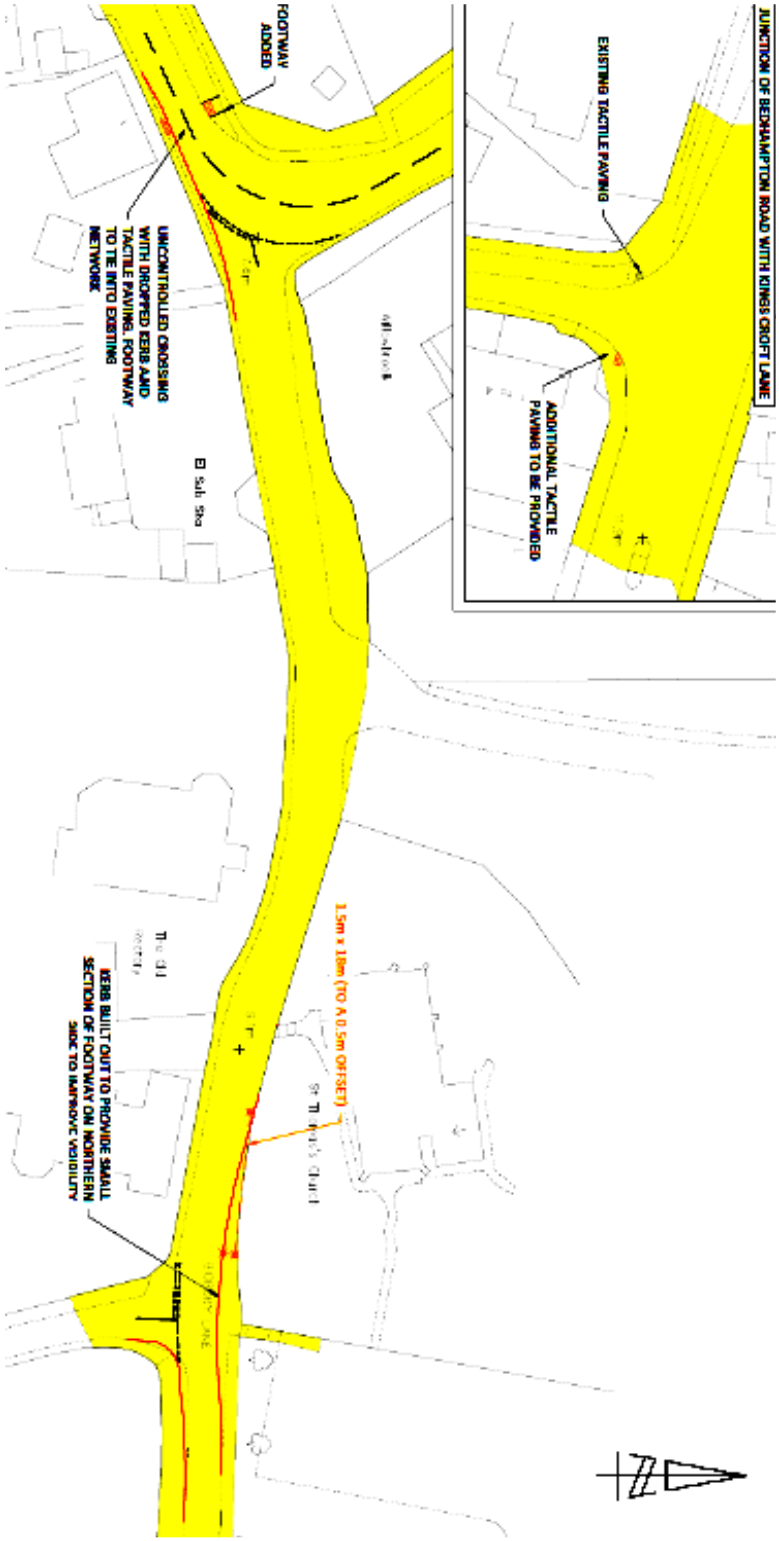
Footpath improvement to Bidbury Lane



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