

Supplementary Planning Information

HAVANT BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE
10 September 2020

I am now able to enclose, for consideration by the Development Management Committee on 10 September 2020, the following supplementary planning information that was unavailable when the agenda was printed.

Agenda No	Item
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2	Site Briefing Minutes	1 - 18
	To receive the minutes of the site briefing held on 3 September 2020.	
4(1)	APP/18/01033 - Land East of, Castle Avenue, Havant	19 - 38
	Proposal: Residential development comprising 69 No. dwellings with access from St George's Avenue together with access, car parking, landscaping, electrical substation and associated works.	

[Additional Information](#)

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HAVANT BOROUGH COUNCIL

At a meeting of the Site Briefing held on 3 September 2020

Present

Councillor: Satchwell (Chairman)

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

Other Councillor(s): Branson and Pike
Councillors

Officers: Mark Gregory, Democratic Services Officer
Julia Mansi, Development & Building Control Manager
Lewis Oliver, Principal Planning Officer
Steve Weaver, Development Manager
Holly Weaver, Democratic Services Assistant

1 Apologies

There were no apologies for absence.

2 Declarations of Interests

There were no declarations of interests relating to matters on the agenda.

3 APP/18/01033 - Land East of, Castle Avenue, Havant

Proposal: Residential development comprising 69 No. dwellings with access from St George's Avenue together with access, car parking, landscaping, electrical substation and associated works.

The briefing was held given a request by a ward member that this application be determined by the Development Management Committee.

The members received a presentation from the officer outlining the report and familiarising the members with the site, the subject of the application. During the presentation the members' attention was drawn to amendments made to overcome concerns of neighbouring properties. The following key considerations were identified in the report:

- (i) principle of development;
- (ii) coordination of Development;
- (iii) nature of Development;
- (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; and

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

The members were advised that it was understood that although the owner of 27 St Georges Avenue acknowledged the amendments made to overcome his concerns, the owner still had apprehension about the principle of developing this site.

Ward Councillors drawn members' attention to:

- a) the closeness of the development to 27 St Gorges Avenue;
- b) the fact that the Service 27 did not run as often as stated in the officers' report; and
- c) to the fact that the nearest bus stop at Green Pond Corner was in excess of what would be considered sustainable.

In response to factual questions raised by members of the Working Party, the officer advised:

- (1) that the distance between the elevation of 27 St Georges Avenue and plot 69 was 6 metres;
- (2) that the play area was not in the same location as the pond;
- (3) that further tree planting was included in the landscape scheme;
- (4) that the parking areas would be a mixture of parking courts and garages;
- (5) that although the only access to the site was St Georges Avenue, vehicles were not required to use the whole length of this road to join other roads;
- (6) on the relationship of this development with other development areas identified in the emerging Local Plan;
- (7) that the current site formed part of the area identified for housing as H15 in the emerging Local Plan; and
- (8) that the site was not identified as housing site in the current Local Plan..

RESOLVED that, based on the site inspection and information available at the time, the following additional information be provided to the Development Management Committee:

- a) clarification of the distance from the centre of the site to the bus stop at Green Pond Corner;

- b) clarification of the timetables for buses serving the bus stops in Southleigh Road and Green Pond Corner;
- c) clarification on the definition of sustainability in relation to bus services;
- d) a slide indicating the separation distances from 27 St Georges Avenue to plot 69;
- e) clarification on the potential for adopting the proposed link road into the remainder of site H15 as a highway maintainable at the public expense; and
- f) clarification on the nutrient neutrality aspect of this application

The meeting commenced at 4.00 pm and concluded at 5.00 pm

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Chairman

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APP/18/01033

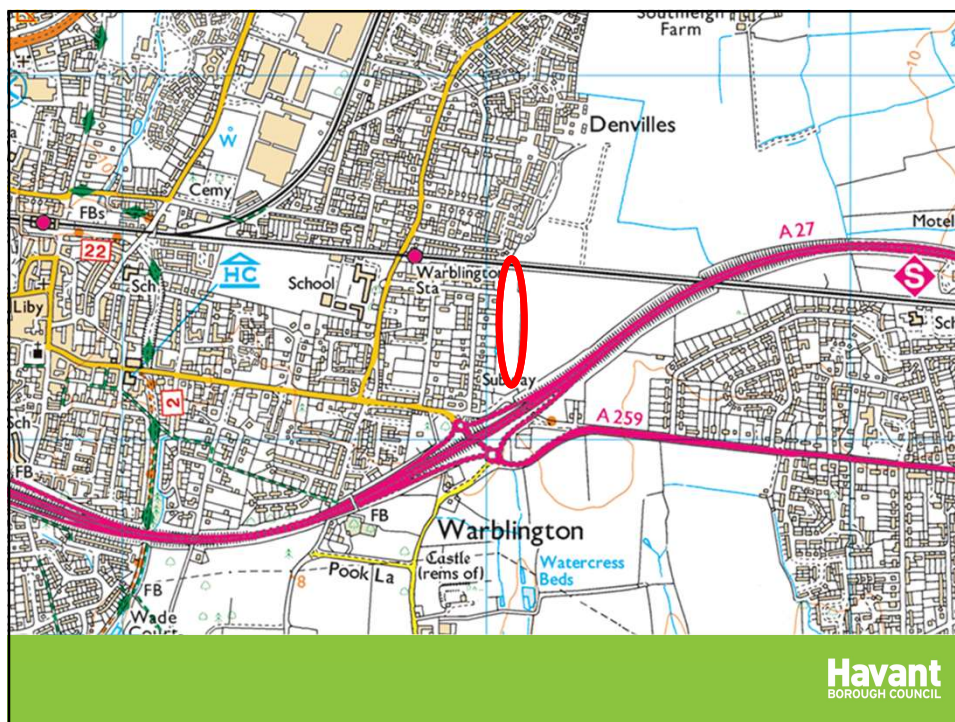
Land East of, Castle Avenue, Havant

Residential development comprising 69 No. dwellings with access from St George's Avenue together with access, car parking, landscaping, electrical substation and associated works.

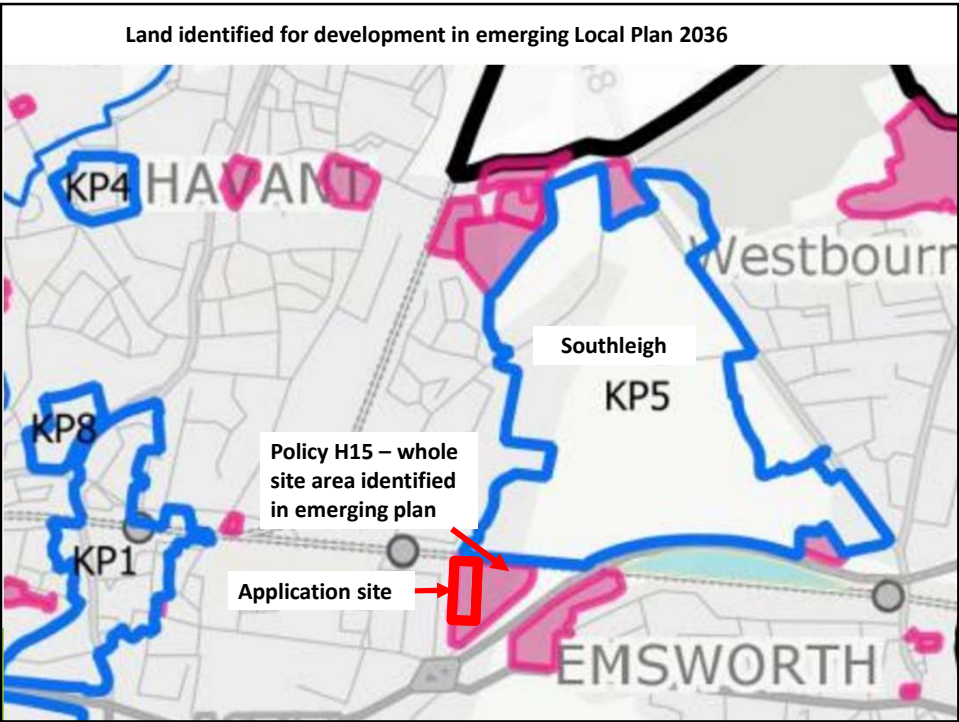


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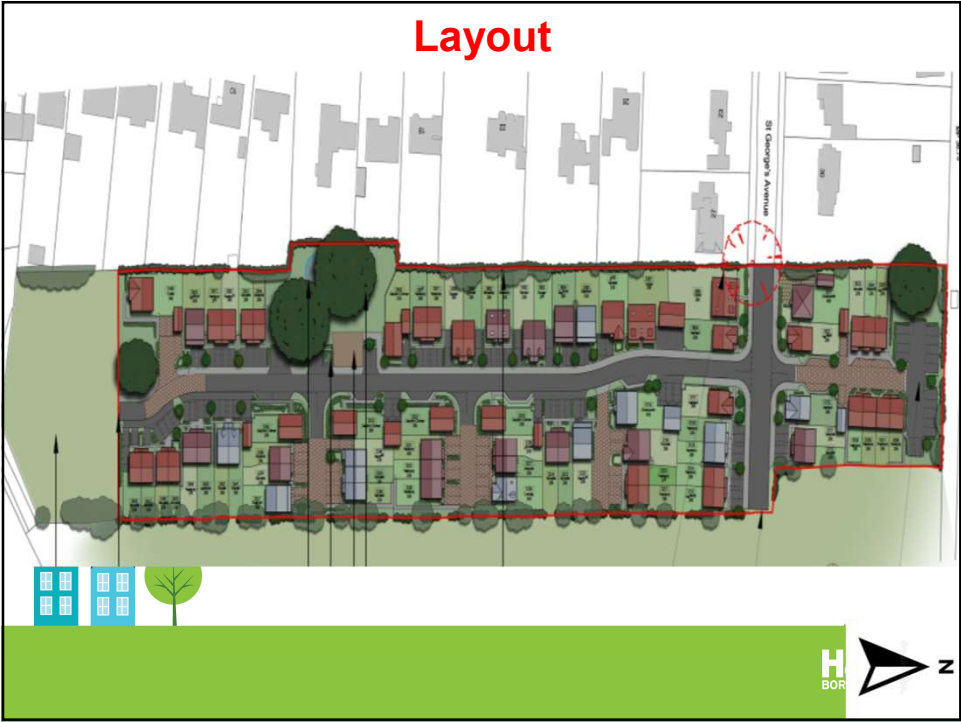
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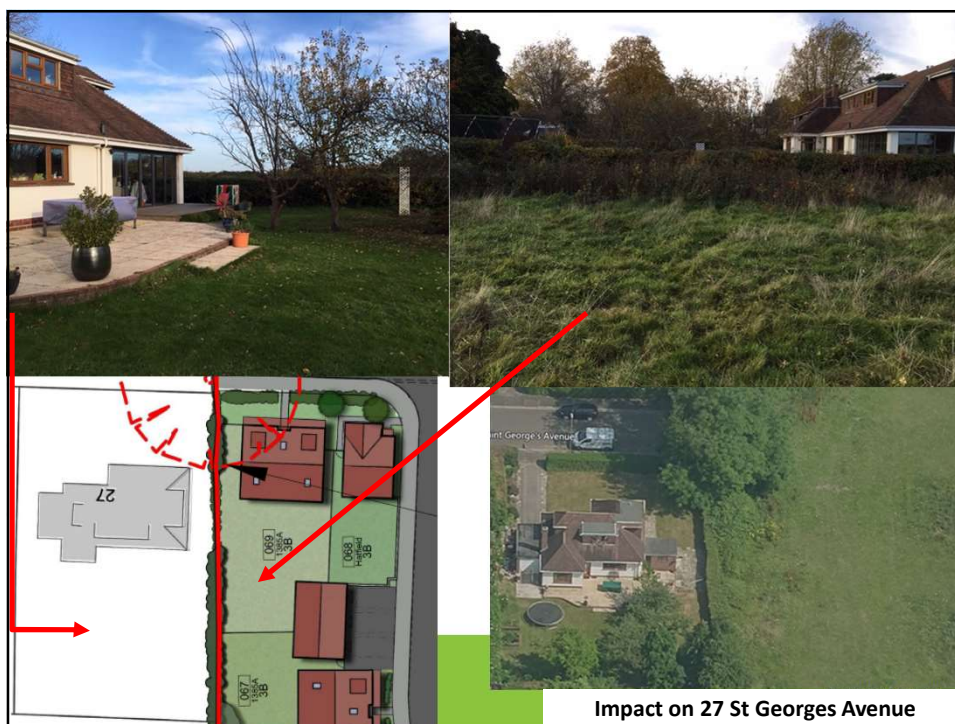


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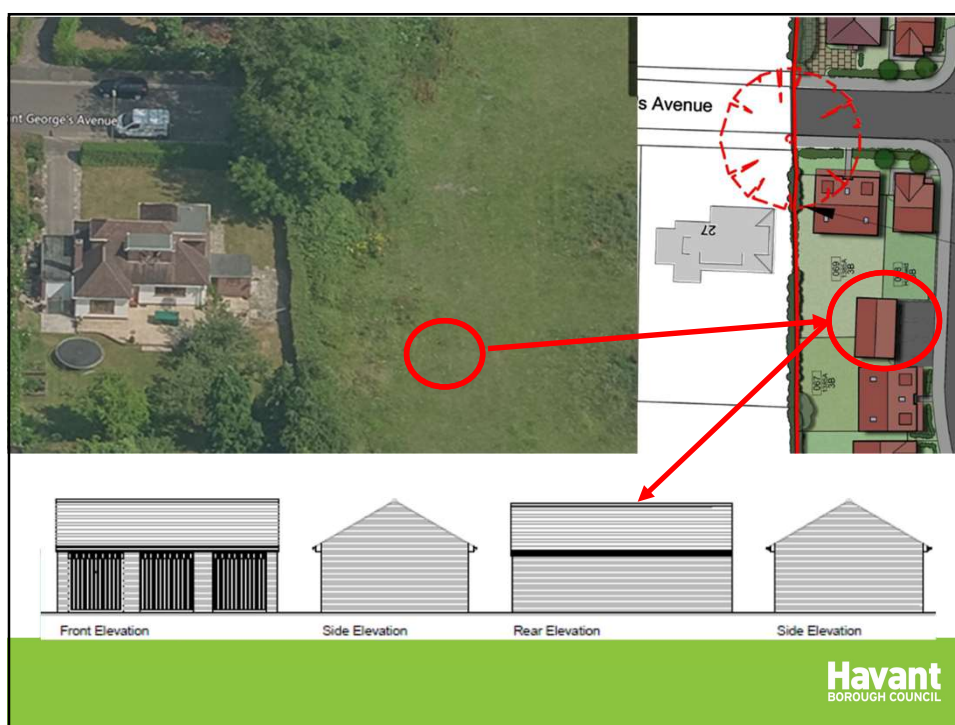
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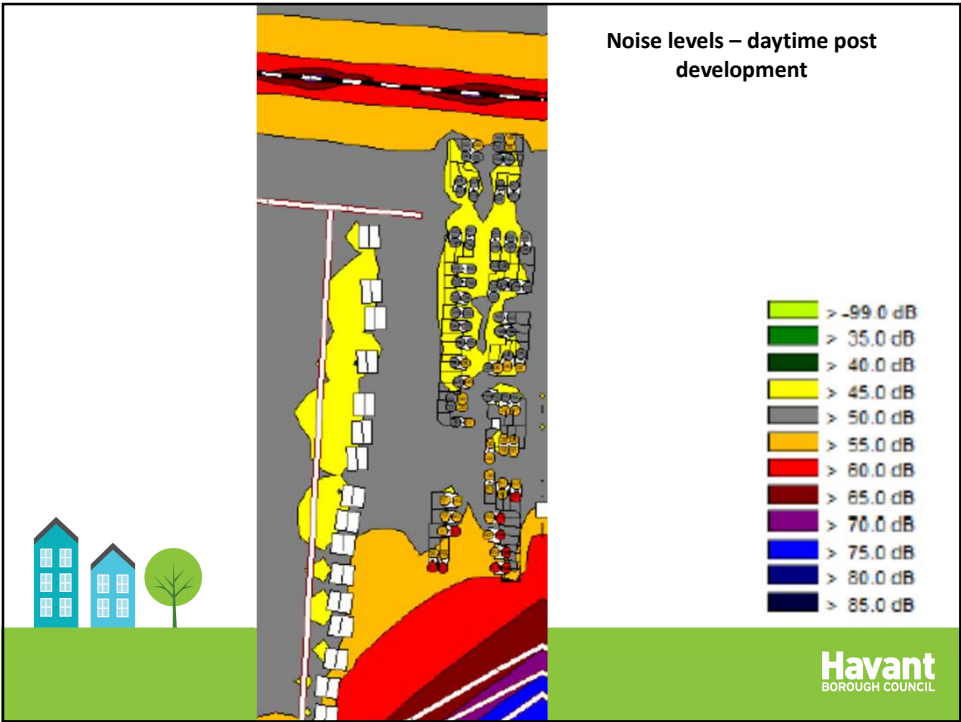
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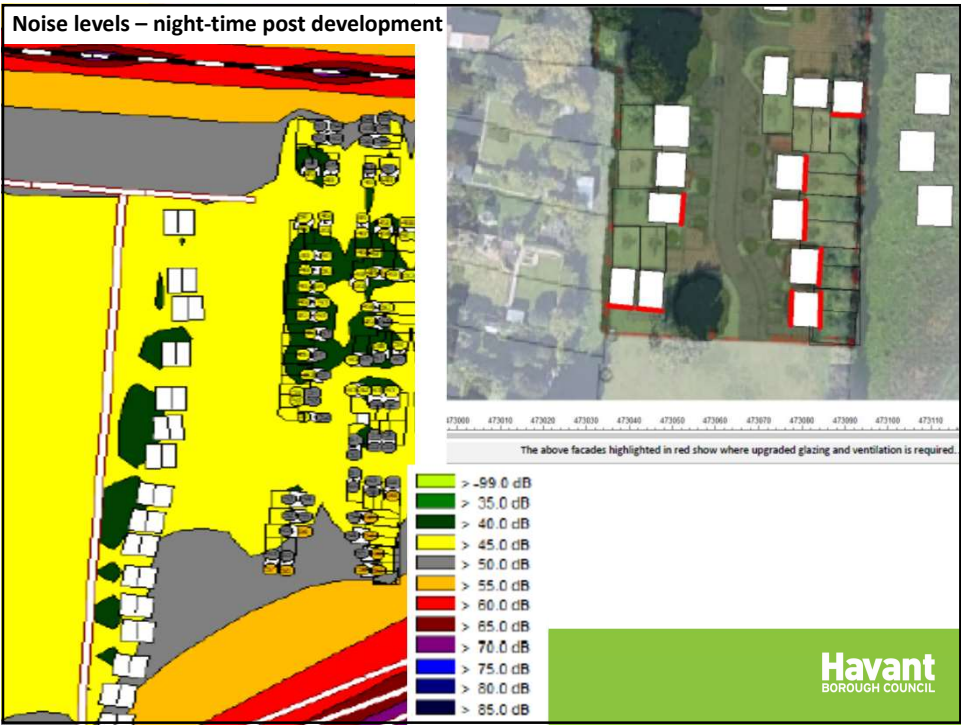
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Conclusion / Recommendation
Overall planning balance • Site lies outside built up area • Tempered by findings that a number of material considerations weigh in favour of recommending permission Considerable weight to be attached to: 1. Site identified in emerging local plan and required and included for 5 year housing land supply purposes 2. Benefits in terms of open space provision, and play area 3. Visual impact localised and is mitigated by landscaping framework 4. No significant adverse impact on highway network and safe access provided 5. The site can be adequately drained resulting in improvement to flooding and drainage in area 6. Impact on amenities of neighbouring properties, improved following concerns raised over impact on 27 St Georges Avenue 7. Development mitigates any impact on protected areas, Appropriate Assessment agreed by Natural England Overall conclusion considered that there are public benefits from the environmental, social and economic dimensions. As such the proposal is considered sustainable development and is recommended for permission, subject to conditions and legal agreement

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ADDENDUM

DEVELOPMENT MANAGEMENT COMMITTEE
DATE 10th September 2020

Item 4 (1)

Land East of, Castle Avenue, Havant

Updated 9th September 2020.

Updates

The Officer Report produced for this item is updated/corrected as follows:

7 Planning Considerations

Amended plans have been received to correct minor inaccuracies with the plans. As such the relevant conditions have been amended to reflect the amended plans.

Matters Raised by Site Viewing Working Party

- a) Clarification of the distance from the centre of the site to the bus stop at Green Pond Corner;

Members wanted clarification of the distance from the centre of the site to the bus stops at Green Pond Corner. The distance from the centre of the site to the bus stops on Green Pond Corner is as follows:

North side of Emsworth Road – towards Emsworth and Chichester, is 710 metres, via Warblington Avenue.

South side of Emsworth Road – towards Havant, is 860 metres via Southleigh Road

- b) of the timetables for buses serving the bus stops in Southleigh Road and Green Pond Corner

The bus stops in Southleigh Road are served by route 27, which is a two hourly service.

The 700 'Coastliner' route is currently running a reduced timetable due to Covid-19, this has a service every 30 minutes. As outlined in paragraph 7.22 in the report, the frequency of this service can be up to every 10 minutes during peak times.

- c) clarification on the definition of sustainability in relation to bus services;

There is no specific current definition of sustainability in relation to bus services from a site. As outlined in paragraph 7.23, the site is considered to be a sustainable location, and has alternatives to the use of the car, comprising bus, train and walking links into the town centre.

- d) a slide indicating the separation distances from 27 St Georges Avenue to plot 69

This has been provided in the presentation.

- e) clarification on the potential for adopting the proposed link road into the remainder of site H15 as a highway maintainable at the public expense;

The applicant and Highway Authority are in discussions about having the link road adopted by the Highway Authority. The Local Planning Authority cannot insist on this road being adopted, as this is dealt with under other legislation. However, the Local Planning Authority will be securing an obligation in the legal agreement for Public Rights of Access over the development, as outlined in paragraph 7.93, point 8 on page 55 of the report. Members may also want to consider imposing a condition to ensure that this link road is built up to adoptable standard.

- f) clarification on the nutrient neutrality aspect of this application

The cost of the Council's mitigation scheme is £1,235 per kilogram of nitrogen removed (plus the administrative costs of including the clause in the legal agreement). The amount of mitigation that the development needs is 58.7kg/nitrogen/per year. For this development this works out as a financial contribution of £72,517.50.

Taking phase 1 of Warblington Castle Farm out of agricultural production creates essentially a pot of available mitigation for developers to utilise. As more developments use the scheme, the capacity decreases and it has a finite capacity. The Planning Policy Team will be monitoring the usage and capacity of the scheme. This is all based on Natural England's Advice on achieving nutrient neutrality for new development in the Solent Region.

A Habitats Regulations Assessment has been carried out on the scheme with Natural England consulted, as outlined in paragraphs 7.1-7.8 of the report. Natural England have accepted the findings of the assessment. For the absolute avoidance of doubt, the Local Planning Authority been discussing the mitigation scheme with Natural England from the start and they have been supportive of the Councils approach on this matter.

9. REVISED RECOMMENDATION

In order to take into account, the amendments outlined above, the recommendation set out on pages 57-65 of the officers' report is proposed to be varied as follows:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/01033, subject to:

- (A) **a Section 106 Agreement as set out in paragraph 7.93 of the officers' report; and**
(B) **The conditions as set out in the Committee report amended and supplemented as follows (subject to such changes and/or additions that the Head of Planning considers necessary to impose prior to the issuing of the decision):**

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

Site Location plan	507-01-A-02-001-SL REV A
TENURE PLAN	507-01-A-02-010-TP REV J
MATERIAL PLAN	507-01-A-02-011-MP REV F
BOUNDARY TREATMENTS	507-01-A-02-012-BT REV J
SITE PLAN	507-01-A-02-020-SP REV E
STREET ELEVATIONS	507-A-02-030-SE REV A
Chalet Bungalow Plots 067 & 069	1385A- 001
HOUSE TYPE ALNWICK – PRIVATE	ALN-001 A
HOUSE TYPE ALNWICK - HA	ALN-HA-002 A
HOUSE TYPE ALNWICK - HA MID-TERRACE	ALN-HA-002 A
HOUSE TYPE ALNWICK - HA END-TERRACE	ALN-HA-004 A
HOUSE TYPE CHEDWORTH – PRIVATE	CHED-001
HOUSE TYPE CHEDWORTH – PRIVATE	CHED-002 A
HOUSE TYPE CLAYTON – CORNER	CLAY-C-001 A
HOUSE TYPE CLAYTON – CORNER – PRIVATE PLOT-55	CLAY-C-002 Rev: B
HOUSE TYPE CLAYTON – CORNER – PRIVATE PLOT-55 floor plans	CLAY-C-003 Rev: B
HOUSE TYPE CORFE – PRIVATE	COR-001
TWIN GARAGE	GAR-001 Rev: B
SINGLE GARAGE	GAR-002 Rev: B
TRIPLE GARAGE	GAR-003 Rev: A
HOUSE TYPE HANBURY – PRIVATE	HAN-001 A
HOUSE TYPE HANBURY - HA MID-TERRACE	HAN-HA-002 A
HOUSE TYPE HANBURY - HA END-TERRACE	HAN-HA-003 A
HOUSE TYPE HANBURY - HA MID-TERRACE	HAN-HA-004
HOUSE TYPE HATFIELD – PRIVATE RENDER	HAT-001
HOUSE TYPE KENDAL - PRIVATE	KEN-001 Rev: C
HOUSE TYPE MOSELEY - PRIVATE	MOS-001 A
HOUSE TYPE SOUTER – PRIVATE	SOU-001 A
SOUTER SECTION	SOU-SECTION
HOUSE TYPE STAFFORD – PRIVATE	STAFF-001 A
SUBSTATION	SUB-001 A
LUMLEY – HA	4620a-001 B

Landscape

LANDSCAPE PROPOSALS PERSC22164 11G-SHEET 1
LANDSCAPE PROPOSALS PERSC22164 11G-SHEET 2
LANDSCAPE PROPOSALS PERSC22164 11G-SHEET 3
SOFT LANDSCAPE MANAGEMENT AND MAINTENANCE PLAN - PERSC22164
Man Revision: A
PERSC22164 (Soft Landscaping Specification document)

Ecology

ECOLOGICAL ASSESSMENT REV.4
ECOSA TECHNICAL NOTE – Ecological Construction and
Management Plan Third Addendum DATED 21ST AUGUST 2019
Cranleigh Road, Portchester - ECMP Addendum FINAL 210819

Trees

ARBORICULTURAL ASSESSMENT AND METHOD STATEMENT 18295-AA2-AN
TREE PROTECTION PLAN 18295-BT2

Street lighting

5972-01B (MJA)
Castle Avenue Rev E (Prolectric)

Drainage

S1857/502-01 Rev I J
ES1857/502-02 Rev I J
ES1857/502-03 Rev I (Manhole Schedule) J
ES1857/501-02 Rev B C
ES1857/S104-01 Rev I J
ES1857/S104-02 Rev D E
ES1857/501-05 Rev E & ES1857 501-06 (Construction Details)

External works

ES1857/504-01 Rev G H
ES1857/504-02 Rev F G
ES1857/501-01 Rev C (Construction Details) D
Reason: - To ensure provision of a satisfactory development.

5. No dwelling shall be occupied until the car parking areas for that dwelling have been laid out and provided in accordance with the details shown on plan **A-02-020-SP Rev F**. The car parking areas shall be retained thereafter for their intended purpose unless agreed in writing by the Local Planning Authority.

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.

7. Plots 37, 41, 42, 43, 44, 45, 46, 47, 48, 49 and 50 as shown on the approved plan, **A-02-020-SP Rev F**, shall not be occupied unless and until mitigation has been installed and demonstrated through post validation testing to determine compliance with the noise impact assessment as provided by Noise Impact Assessment (SA-4823-5, dated February 2019). This shall be submitted to and agreed in writing by the Local Planning Authority. This report is to confirm the expected noise levels within the proposed dwellings have been achieved and are in line with those levels laid out in BS8233:2014, and recommended for indoor ambient noise levels for dwellings,

especially in relation to living rooms and bedrooms i.e. during the day (07:00 to 23:00) 35 dB L Aeq,16 hour and at night (23:00 to 07:00) 30 dB L Aeq,8 hour for bedrooms. the glazing and ventilation strategy mitigation measures outlined in the Noise Impact Assessment (SA-4823-5, dated February 2019), shall be retained at all times, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the residential amenity of the residents of the properties are not impacted upon by any external noise levels and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

11. The development shall be carried out in strictly in accordance with the Boundary Treatments as shown on approved plan ,**507-01-A-02-012-BT Rev J** Boundary Treatments unless otherwise agreed, in writing, by the Local Planning Authority. The boundary treatments shall be installed prior to the occupation of each individual dwelling.

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

15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Classes A, B, C, and E, of Schedule 2, Part 1 of the Order shall be carried out on plots 67 and 69, as shown on the approved plan, **A-02-020-SP Rev F**, without the prior written consent of the Local Planning Authority.

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

17. Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no hard surface forward of the front elevation of Plot 1 and Plot 2, as shown on approved plan **A-02-020-SP Rev F**, shall be provided or replaced in whole or in part, including any works permitted by Part 1, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015, without the prior written approval of the Local Planning Authority.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is protected 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.

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Dear Councillors

I'm disappointed that we have not been able to achieve verbal deputations to the Development Management Committee yet. It appears to residents that insufficient priority has been given to this matter – and that whilst ceremonial events have taken place with Councillors and members of the public, it is still not possible for Councillors and other deputies to be able to speak to the Committee and answer questions for clarification. I hope that the Committee will push for a speedy resolution to this issue.

Turning to the application being considered, I have spoken at length to local residents about this application. It is generally the case that residents understand that new green field developments are required to meet our need for housing, but that this application falls short of sustainable development on a number of matters.

It will be important for the committee to weigh up the approval of this application against all of these issues – I have done so, and believe it will be possible for the applicant to bring forward a better scheme in a relatively short time that meets the national and local policies we set. My recommendation to the committee is that the application should be refused for the following reasons:

- Space standards. As described in detail in Mr Storey's deputation, it is the case that many properties on the development do not comply with national space standards. The case officer also stated that 30% of properties do not meet space standards. Whilst it would be understandable in a conversion scheme to need some flexibility, the committee would be doing future residents a serious disservice to approve a scheme that did not have 100% compliance with these standards.
- Garage sizes. According to the information presented, not all of the garages meet the HBC Parking Supplementary Planning Document standard dimensions, and therefore should not count as parking spaces. This will leave the development short of parking overall. The application should be refused until such time it complies with the parking standards.
- Southern access. The developer has chosen not to connect the southern end of the development with the east/west footpath from Havant to Emsworth, which could substantially improve safety and walking/cycling connectivity. The Design and Access statement correctly identifies this area as requiring safeguarding for future infrastructure, but this should not preclude a walking/cycling connection until such time as this area is needed for other purposes – which may be many years in the future.
- The assessment of sustainable transport options is both incorrect and insufficient. The proposals for bus access are incorrect – the 27 runs only four times a day, so cannot be considered an option for sustainable transport. The 700 westbound bus stop is over 1000m from the centre of the development, and therefore is not within the recommended 800m

walking distance to such facilities. The site therefore as presented is not connected to a bus route – this issue could be resolved by adding the footpath from my point above.

- The assessment of Warblington Station providing sustainable transport also shows a lack of awareness of the local situation. The proposal to add a footbridge at the station will considerably improve the situation, allowing many more people to confidently use the station. It is therefore disappointing that the Highway Authority have not asked for a further contribution to add to the over £600,000 it is already holding for that purpose. It would be a far better transport improvement than minor tinkering with road layouts (which is proposed).
- The lack of consideration of walking and cycling is very disappointing – the officer's report states in 7.78 that this development provides 'improved walking and cycling routes in the area'. I can find no proposals within the documents to make any improvements! This could be a highly attractive location for travelling on foot or bicycle to schools, shops and community facilities, but that opportunity is being wasted.
- The east/west spine road. As identified in the report, it is vital that the east/west road through the site is adopted ready for future development to the east. Rather than making a condition that the road be built 'adoption ready', it should be a condition that the road is adopted, thereby safeguarding this important future route to Southleigh.
- Construction management. It is disappointing that the Traffic Team have not asked for funding for potential Traffic Regulation Orders that may be required. The site is near a large secondary school, and a major A27 junction. It will therefore be important that accesses can be maintained, and construction vehicles use appropriate routes and parking places prior to entering the worksite. I recommend that the committee adds a condition that a £5000 contribution is made available to the Traffic Team for any TROs necessary to maintain safe access during both the construction and occupation phases.

In summary, I believe that these shortcomings are sufficiently serious to warrant a refusal of the application. However, they can be overcome by the developer, and by working with Ward Councillors and local residents, a scheme can be arrived at that meets the developers aspirations without comprising on national and local standards.

Dear Sirs

Re. planning application ref: APP/18/01033 - OBJECTION

Please accept the following statement as our deputation. Whilst not objecting to the principle of development, we object to the current form of the proposal to potentially overdevelop the land to the rear of Castle Avenue, based on the following deviations from accepted standards:

Technical standards:

The Government's Nationally Described Technical Standards are minimum area standards for new homes, designed to safeguard prospective owners and tenants. The Standards are there to ensure that housing is fit for purpose in terms of daily life and physical and mental wellbeing; providing new housing stock below these standards is contrary to common sense and sustainability. There can be no community benefit to allowing the construction of homes which are not fit for purpose and this is highlighted in these current times where people will rightly expect to be able to work flexibly.

Whilst there is nothing inherently bad about appropriate development sites, it is surely our civil duty to ensure that new housing meets sensible minimum standards. It is particularly important for HA building stock where, for reasons beyond the control of future tenants, prospective occupants have no say or ability to refuse substandard homes. Some of the proposed accommodation is in excess of 25% below minimum housing standards, leading to inadequate living space and we would urge the planning authority (whose role it is to safeguard the borough in development terms) to assume their public duty and require that all proposed accommodation meets these minimum standards.

Providing substandard homes might improve profit margins or more concerningly disguise a non-viable development site as being viable. Either way, building in societal problems for future generations is unacceptable and should not be supported.

The current plans include a substantial majority of dwellings which fall short of the Government's Technical Housing Standards, leading to below minimum standards for living space, which cannot be good for people's wellbeing. These are new dwellings and it should not be beyond the capability of the developer to provide designs which comply with important national standards for the **minimum provision** of dwelling standards.

The table below sets out the areas of proposed units compared to the Nationally Described Standards, which have been adopted by Local Authorities across the nation:

House type	Technical Housing Standard minimum size	Persimmon Homes Proposal	Difference (m ²)
Alnwick HA 2B4P	79	59	-20
Alnwick 2B4P (private)	79	59	-20

House type	Technical Housing Standard minimum size	Persimmon Homes Proposal	Difference (m ²)
Chedworth 4B6P (private)	106	113	+7
Clayton cnr 3B5P (private)	93	92	-1
Hanbury HA 3B5P	93	70	-23
Hanbury 3B5P (private)	93	70	-23
Kendal 4B6P (private)	106	110	+4
Lumley HA 3B5P*	99*	112*	+13*
Moseley 2B4P** (private)	79**	67**	-12**
Souter 3B5P (private)	99	87	-12
Stafford 3B5P (private)	93	86	-7

* The Lumley includes a home office of 7.35m² which is below the minimum single bedroom size, hence its planning designation. In this instance, the minimum size for a 4B6P three-storey house would be 112m².

** The Moseley is designated as a 2B4P three-storey home, which does not conform to any minimum standards, principally because the staircase consumes a disproportionately large proportion of the floor area, negatively affecting the usable space.

Additionally, the London Housing Guide is routinely referred to for housing design and this document states “Dwellings with three or more bedrooms should have two living spaces, for example a living room and a [separate] kitchen-dining room.....Studies will not be considered as second living spaces.”

Parking Standards:

Please would the LA also confirm the rationale behind supporting a scheme which includes some private garages which measure 2.55m x 4.90m. It is widely accepted by LA's across the country that a single garage should measure at least 3.0m x 6.0m. Assuming that these garages form part of the overall proposed parking strategy for the site, then the Council's DM13 policy on cycles and parking has not been complied with?

Sustainable construction:

Brownfield sites are often awkward and compromises have to be made in these circumstances; the benefits are clear in these instances as there is community benefit in developing previously built-on sites in preference to greenfield sites. The site to the rear of Castle Avenue is a greenfield site, capable of supporting a finite level of development in terms of density and the developer should bring forward a sustainable, deliverable scheme; on greenfield sites, there are no excuses for deviating from sustainable development whether that is sustainability in terms of construction, energy, water, drainage or human wellbeing.

Yours faithfully

Daniel and Sally Stroud

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**Deputation by Havant Climate Alliance
re. Planning Application APP/18/01033.**

Development of 69 Homes on Land east of Castle Avenue, Warblington.

We cannot find reference to construction and insulation standards, or heating methods and efficiency. In order to reduce Carbon Emissions, the Developer should be required to build to 2025 Future Homes standards which will make the houses more energy efficient, using Passivhaus principles. Solar Panels or Ground Source Heat Pumps can be installed much more easily and at lower cost during building, rather than retrofitted at a later date. The Developer should install these on all the properties, or at least offer them at near cost to buyers.

Electric Vehicle charging points should be installed outside all houses or by parking areas, commensurate with house numbers.

Studies have highlighted risks from air-pollution and noise, to peoples' health and well-being, when living so close to roads as busy as the A27. Maximum screening is needed between the A27 and the houses.

As this is a greenfield site, the number of houses should be reduced to a number which will allow the site to be nutrient neutral, not requiring mitigation.

Reduction in number will allow larger gardens and generally more green space. Covid 19 has highlighted the important role of gardens for people's well being. Gardens are also important for supporting various forms of wildlife.

Increasing open space might allow more tree planting and an area of species rich grassland with a pond for biodiversity. This will become even more important if the adjacent field is developed as planned.

The Developer should be required to comply with advice from Ecologists about the need for bird nesting boxes and cavity bat roosting units to be fitted on houses. There should be access between gardens for hedgehogs.

Wildlife corridors should be included in the landscape plan. The National Planning Policy Framework advises on the importance of providing net gains for biodiversity, including establishing coherent ecological networks that are more resilient to current and future pressures such as habitat loss, climate change and human intrusion. Planning pressures in the Borough risk eroding and closing up the remaining routes between important but fragmentary portions of habitat: so impairing the ecological function of the important natural infrastructure our biodiversity needs for day-to-day life.

We think that the impact on Brent Geese and Waders is underestimated. Although this is a “low use” site, we agree with RSPB on the value of such sites and the impact that their in-combination loss will have on the overall network available to the birds. 50% mitigation payment is not enough and should be increased.

This is another area of Best and Most Versatile Agricultural Land. A report by CPRE 2018 details how the supply of such land is limited and should not be reduced because of its contribution to UK food security, particularly important post Brexit.

Havant has special difficulties because 55% of its land area is taken up with Core sites for species (Statutory and Non-Statutory) including Network Opportunities (Hampshire Biodiversity Information Centre 2018). This is a greater amount than any other Authority in Hampshire, with the exception of the New Forest. Further representation to Government is needed.

Patricia Brooks



**Deputation for APP/18/01033 - Land East of, Castle Avenue, Havant
for Development Management Committee meeting 10 September 2020**

Regarding the proposed development, Land East of Castle Avenue, Warblington, Havant.

The Warblington and Denvilles Residents Association (WDRA) have no objections in principle to the site being developed. We would, however, like the following comments on the construction to be taken into consideration and the current application **rejected** until the correct standards are met.

Technical standards

The Nationally Described Technical Standards are Governmental minimum area standards for new homes, designed to safeguard prospective owners and tenants. The purpose is to ensure that housing is fit for purpose in terms of daily life and physical and mental wellbeing. Therefore, providing new housing stock below these standards is contrary to common sense and sustainability. There can be no community benefit in allowing the construction of homes which are not fit for purpose and this is highlighted in these current times where people will rightly expect to be able to work flexibly.

It is our civil duty to ensure that new housing meets sensible minimum standards. It is particularly important for Housing Authority building stock where, for reasons beyond the control of future tenants, prospective occupants have no say or ability to refuse substandard homes. Some of the proposed accommodation is in excess of 20% below minimum housing standards and I would urge you, the planning authority (whose role it is to safeguard the borough in development terms), to require that all proposed accommodation meets these minimum standards. Reasons to provide lower standards are to improve profit margins or, of more concern, to disguise a non-viable development site as being viable, building in problems for future generations.

The current plans include a substantial majority of dwellings which fall short of the Government's Technical Housing Standards, leading to below minimum standards for living space, which we consider cannot be good for future residents' wellbeing. These are new dwellings and HBC should require the developer to provide designs which comply with important national standards for the minimum provision of dwellings.

The areas of proposed units in this application, that do not meet Nationally Described standards which have been adopted by Local Authorities across the nation, are set out in the table below:



House Type	Technical Housing Standard minimum size	Persimmon Homes Proposal	Difference (m ²)
Alnwick 2B4P (Private and HA)	79	59	-20
Clayton Corner 3B5P (Private)	93	92	-1
Hanbury 3B5P (Private and HA)	93	70	-23
Moseley 2B4P* (Private)	79	67	-12
Souter 3B5P (Private)	99	87	-12
Stafford 3B5P (Private)	93	86	-7
* The Moseley is designated as a 2B4P three-storey home, not conforming to any minimum standards, principally because the staircase consumes a disproportionately large proportion of the floor area, negatively affecting the usable space. Additionally, the London Housing Guide is frequently referred to in terms of housing design and this document states "Dwellings with three or more bedrooms should have two living spaces, for example a living room and a [separate] kitchen-dining room. Studies will not be considered as second living spaces."			

Parking Standards

Some private garages measure 2.55m x 4.90m. It is widely accepted by Local Authority's across the country that single garages should measure at least 3.0m x 6.0m and HBC have adopted those dimensions (Havant Borough Council Parking Supplementary Planning Document (revised 2019) para 4.09) and states "a reduced garage size is unlikely to count as a vehicle parking space" (para. 4.10). Therefore the proposal's overall proposed parking strategy falls short of the Council's DM13 policy minimum requirement on cycles and parking.

Sustainable construction

The site is a greenfield site, capable of supporting a finite level of development in terms of density and the developer should bring forward a layout which is deliverable; on a greenfield site. There is no mitigation for deviating from sustainable development, whether in terms of construction, energy, water, drainage or human wellbeing.

Bus Transport

Bus stops are available on Emsworth Road, the nearest is approximately 450m (Bus 700 going East to Emsworth/Chichester) from the site (Report by the Head of Planning on this development). It is accessible on foot via Castle Avenue or Warblington Avenue and Emsworth Road. The furthest is 155 metres further (Bus 700 going West) which at over 600 metres and is contrary to HBC policy for sustainable development. Ideally, walking distances to bus stops should be no more than 400 metres (Planning.gov.uk Planning Policy Planning Statements and Supplementary Planning Guidance).



G. A. Beeston
Planning Officer
Warblington and Denvilles Residents Association

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Dear Members

APP/18/01033 - Land East of Castle Avenue, Havant - Residential development comprising 69 no. dwellings with access from St George's Avenue together with access, car parking, landscaping, electrical substation and associated works.

Please accept this email as a deputation, submitted on behalf of Persimmon Homes, in support of the above application.

Firstly, I would like to extend my gratitude to the Council's Democratic Services Team, and Members, for putting in the arrangements for this meeting to take place. I would also like to take this opportunity to commend your Officers for the positive and proactive way in which they have dealt with this application and the many unforeseen issues that have come about since it was first submitted.

With regard to the merits of the proposal, this is a site that, whilst not allocated in the current Local Plan, has been identified as being suitable for housing, at the level currently proposed, within the emerging Havant Borough Local Plan 2036. The key test for the determination of planning application on such a site is whether the proposal complies with local and national planning policies, the overall aim of which is to prevent harmful development in inappropriate locations.

This application proposes family housing at a residential scale, in keeping with residential character of the area. The proposed mix results in a mix of housing that serves the housing needs of the Borough. There are no large blocks of flats proposed nor any other uncharacteristic building types or designs, with no tall buildings located in between established lower scale development. The proposed materials have taken into account the materials used in the vicinity in order to reflect the local characteristics. Moreover, the amendments to the scheme sought by Officers have improved the relationships between buildings, to the overall betterment of the scheme.

Every proposed home has its own private garden and its own allocated car parking. High quality and resilient landscaping is proposed throughout the site. All TPO trees are to be retained on the site and will be protected during construction. It is considered that all expected amenities for family housing has been made available to the future occupants in a manner which does not harm the character and appearance of this residential area.

With regard to transport matters, as part of the submission documents, a Transport Assessment (TA) detailing the proposed development was provided. The TA considered the surrounding transport links, layout and transport policy context and assessed the impact of the proposed development on the highway network, including that upon surrounding residential streets and the railway level crossing, including future background growth from a separate consented site, allocations in the draft Havant Local Plan in addition to potential development traffic. The TA assessed a negligible impact but nevertheless suggested potential mitigation options. An

agreement was subsequently reached between HCC and Persimmon on a financial contribution towards off site highway works, at a cost of £150,000. This is one of the matters secured by the S106 agreement.

Turning now to wider benefits of the scheme, the application proposes a fully Policy compliant level of Affordable Housing with the affordable units being indistinguishable from the open market houses, which weighs heavily in its favour.

In addition, the Persimmon's average private selling price is 18% lower than the national average for newly built homes. Persimmon supports more first time buyers onto the housing ladder than any other UK major housebuilder, with 50% of our private new homes being sold to first time buyers in 2019. Our operations have also supported almost 50,000 jobs on our sites and within our supply chain. This application alone will provide around £825,000 in CIL and other contributions, not counting Council Tax receipts.

Provision is to be made for car charging points, where possible, and through the Council's nitrate mitigation scheme, together with the other ecology mitigation measures and financial contributions, ensure that the nature conservation interests of the site are safeguarded. The properties are to be of traditional construction and will be sold on a freehold basis. Persimmon aims to start on site by November 2020 with the first units being delivered by November 2021. The Company is in advanced negotiations with affordable housing providers to deliver the affordable element.

Overall, it is Persimmon Homes' view that the proposed layout, access, scale, appearance and landscape details for the development are appropriate for the site. The overall benefits of the development, notably the contribution towards the Council's recognised housing needs, would outweigh the short term impacts of the development and would not harm the amenities of the occupiers of neighbouring properties, or be detrimental to highway safety and makes adequate provision for car and cycle parking and refuse storage and removal.

I hope that these comments are helpful in determining the application.

Yours sincerely

Gregg Allison