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

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DEVELOPMENT MANAGEMENT COMMITTEE AGENDA

Membership: Councillor Patrick (Chairman)

Councillors Buckley, Hughes, Keast, Perry, Satchwell and Lloyd

Meeting: **Development Management Committee**

Date: **15 March 2018**

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:

Nick Leach
Monitoring Officer

6 March 2018

Contact Officer: *Jack Caine 023 92446230*
Email: jack.caine@havant.gov.uk

Page

PART A - (Items Open for Public Attendance)

1 Apologies for Absence

To receive and record apologies for absence.

2 Minutes **1 - 8**

To approve the minutes of the Development Management Committee held on

3 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.

4 Chairman's Report

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

5 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.

6 Deputations

To receive requests to make a deputation to Committee.

7 Applications for Development and Development Control Matters **9 - 12**

7(1) APP/16/00774 - Land north of Havant Road and West of Selangor Avenue, Emsworth **13 - 78**

Proposal: Erection of 147 dwellings with associated parking, access, landscaping, and surface water drainage, pumping station, substation and signalised junction onto Havant Road (amended scheme).

Associated Documents:

https://tinyurl.com/y6u6btzr

8 Appointment of Chairman **79 - 80**

To consider the Appointment of Chairman for the next meeting of the Development Management Committee.

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 *Jack Caine (tel no: 023 92446230)* 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, 13 March 2018** . 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: *jack.caine@havant.gov.uk* or DemocraticServicesTeam@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

Order of Business

Please note that the agenda order will be revised so that “uncontested” items are considered prior to 6 pm. The Contact Officer for this agenda can be contacted on (023) 9244 6232) on the afternoon prior to the meeting for details of the revised order, details of which are circulated at the meeting.

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)

Disabled Access

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PLEASE EVACUATE THE BUILDING IMMEDIATELY.

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No Smoking Policy

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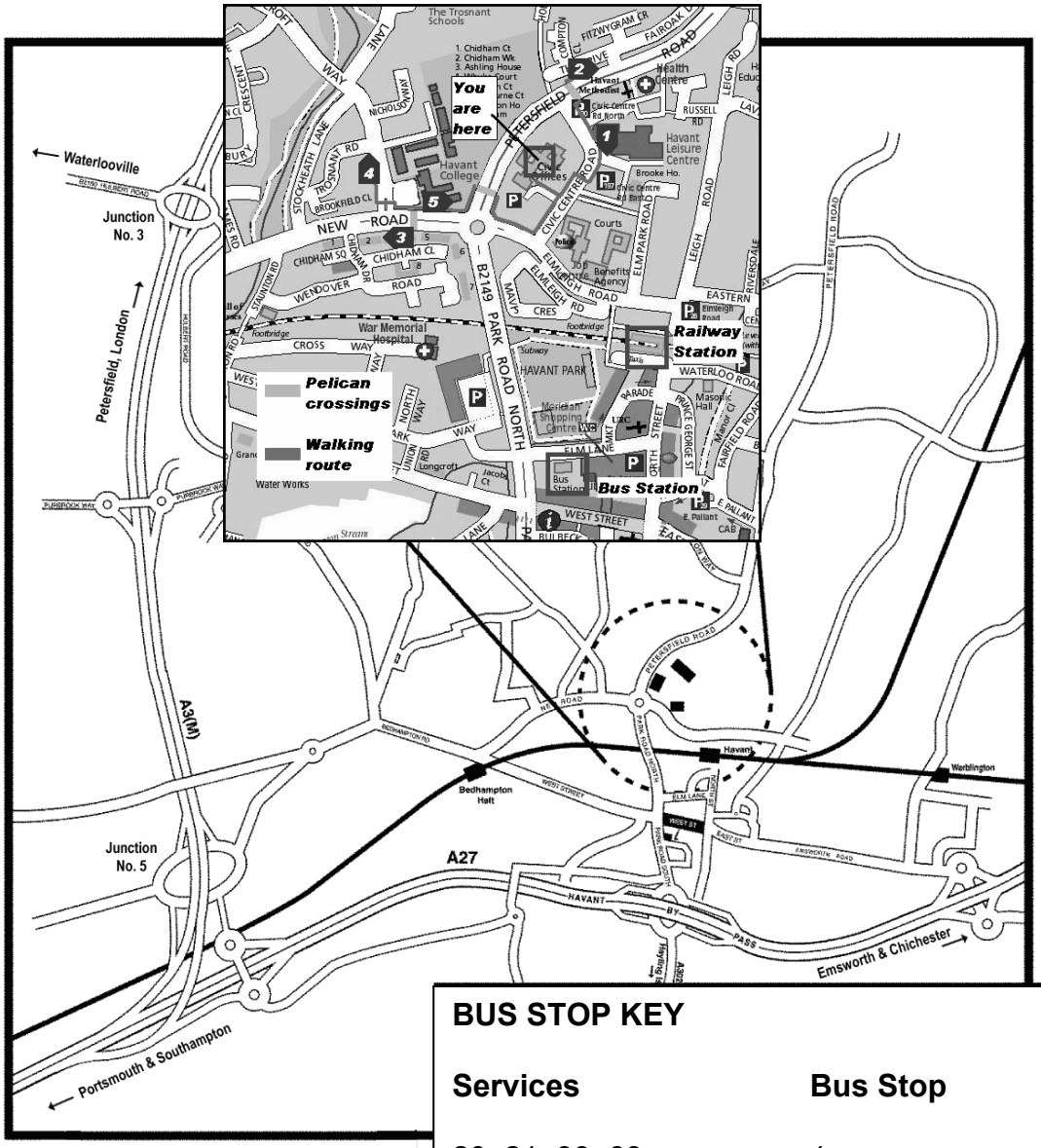
Parking

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 BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

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HAVANT BOROUGH COUNCIL

At a meeting of the Development Management Committee held on 22 February 2018

Present

Councillor Keast (Chairman)

Councillors Buckley, Hughes, Keast, Perry, Satchwell, Lloyd and Guest (Standing Deputy)

105 Apologies for Absence

Apologies for absence were received from Cllr Patrick.

106 Minutes

RESOLVED that the Minutes for the last meeting of the Development Management Committee held on the 1 February 2018 were approved as a correct record and signed by the Chairman.

107 Matters Arising

There were none.

108 Site Viewing Working Party Minutes

RESOLVED that the Minutes of the Site Viewing Working Party held on 15 February be approved as a correct record.

109 Declarations of Interest

There were no declarations of interest from Members present relating to matters on the agenda.

110 Chairman's Report

The Chairman advised that a Development Consultation Forum would be taking place regarding the Campdown Site on Wednesday 28th February. All members were encouraged to attend where possible.

111 Matters to be Considered for Site Viewing and Deferment

No items were considered for Site Viewing or Deferment.

112 Deputations

The following deputation requests were noted by the Committee:

1) Professor Sue Ditmar – APP/17/01071 – Northney Tea Room and Education Centre.
2) Mrs Fiona Sizer – APP/17/01071 – Northney Tea Room and Education Centre
3) Mr S Pike – APP/17/01071 – Northney Tea Room and Education Centre
4) Mr M Critchley – APP/17/01071 – Northney Tea Room and Education Centre
5) Cllr Leah Turner – APP/17/01071 – Northney Tea Room and Education Centre.

113 APP/17/01071 - Northney Farm Tea Room and Education Centre, St Peters Road, Hayling Island, PO11 0RX

The Committee considered the written report, supplementary information and recommendation from the Head of Planning Services to grant permission.

The Committee was addressed by the following Deputees:

1) Professor Sue Ditmar, who objected to the Officer's recommendation for the following reasons:
    a. *See written deputation appended to the end of these minutes.*
2) Mrs Fiona Sizer, who objected to the Officer's recommendation for the following reasons:
    b. If approved the proposal would have a significant and direct detrimental effect on the enjoyment of her property.
    c. There would be an increase in noise, especially during the summer months
    d. There were few mitigating features to help control excess noise.
    e. The initial proposal for the tea rooms was to be used as benefit to the local community, however the tea rooms operated solely as an eatery.
    f. The traffic infrastructure provisions were insufficient and were a danger to those walking on the road.

In response to questions raised by the committee, the deputee advised that:

- They had contacted Havant Borough Council's Environmental Health Team regarding the noise complaints.
- On one occasion the deputee had counted a total cover of 111 customers using the tea rooms at one time.

3) Mr S Pike, who supported the Officer's recommendation for the following reasons:

    g. The expansion of the tea room would result in its diversification, enhancing available facilities and would be an important addition to the village.
    h. The expansion of the tea room would be beneficial to local tourism.
    i. The expansion would allow for extended seasonal hours, meaning that staff would be retained during winter months where previously the tea rooms would have more limited business. This would be of benefit to employment in the area and the economic regeneration of Northney.

4) Mr M Critchley who supported the Officer's recommendation for the following reasons:

    j. Havant Borough Council does not have policies regulating Farm Land, however enhancing green spaces was included in the Corporate Strategy, which the proposal was seeking to do.
    k. The use of the overflow car park cited in the officer's report would be limited to the 28 days, which was allowed under Permitted Development Rights.
    l. CS5 of the Council's Corporate Strategy supported tourism within the Borough, which the proposal sought to achieve through providing small scale community and recreational events.
    m. The proposal would make use of otherwise redundant farm buildings, therefore making best use of the land and space available.

    In response to questions raised by committee, deputees gave detail on the functions that were hosted at the tea rooms.

5) Cllr Leah Turner who supported the Officer's recommendation for the following reasons:

    n. Whilst Northney remained a rural area, the tea rooms provided much needed economic and employment benefits to the local area and any extension to the tea rooms would be a positive contribution.
    o. The business was a valuable asset with regard to local tourism.
    p. The functions that were hosted by the tea Rooms contributed to local charities and heritage.
    q. An extension would allow for longer business hours.
    r. Acoustic fencing and padding would mitigate noise concerns of local residents, in addition to more customers being seated internally, resulting in a further reduction in noise levels.

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

- Condition 13 contained in the Officer's recommendation addressed concerns of noise mitigation and acoustic fencing.
- The permitted use of the tea rooms was for the consideration of the Planning Enforcement team.

The Committee considered the application together with the views raised by the deputees. The Committee agreed that the most significant aspect of the application would be the potential increase in noise and the detrimental impact that this may have on immediate neighbouring properties. Councillors requested that neighbours be informally consulted on the height, position and design of any acoustic fencing prior to its installation. However, it was further commented that overall the application would have a significant positive impact on social and economic prosperity of the local area. It was therefore

RESOLVED that the Head of Planning Services be authorised to grant permission for application APP/17/01071 subject to the following conditions:

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

2 The development hereby permitted shall be carried out in accordance with the
following approved plans:
Tree Survey: Received Dated 16.10.17
Proposed Site Plan with Parking: Drawing Number 17077-103 B
Proposed Site Plan: Drawing No 17077-112 C
Location and Block Plan: Drawing No 17077-101 A
Proposed Floor Plan: Drawing No 17077-412 B
Proposed Roof Plan: Drawing No 17077-413
Proposed East and South Elevation Plan: Drawing No 17077- 512 B
Proposed North and West Elevation Plan: Drawing 17077- 513
Acoustic Statement: Dated 02.01.2018
Parking Statement: Dated 02.01.2018
Heritage Report: Dated 29.09.2017
Reason: - To ensure provision of a satisfactory development.

3. Other than as permitted under condition 4 below the tearoom hereby permitted shall not be open to the public before 10.00 hours or remain open after 17.00 hours on Monday to Sunday.
Reason: To protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework.

4 The tearoom may open to the public between the hours of 10.00 and 23:00 hours on Monday to Saturday on a maximum of three days in any week.
Reason: To protect the amenities of nearby residential properties and having

due regard to policy DM10 of the Havant Borough Core Strategy 2011 and the National Planning Policy Framework.

5 No sound amplifying equipment shall be installed in the premises, which when
operated is audible outside the premises, without the consent of the Local Planning Authority in writing.
Reason: To protect the amenities of the area and having due regard to policy DM10 of the Havant Borough Core Strategy 2011 and National Planning Policy Framework.

6 The range of food sold at the premises shall be in accordance with the previously approved written details in the Design and Access Statement paragraph 4.3 under application 09/74191/000 and there shall be no change in the range of food sold unless otherwise agreed in writing by the Local Planning Authority.
Reason: To accord with the terms of the application and to protect the amenities of occupiers of adjoining properties and having due regard to policy DM10 of the Havant Borough Core Strategy and National Planning Policy Framework.

7 The amount of covers served at the team room shall not exceed 80 in total with
a maximum of 48 served internally and 32 externally.
Reason: To protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Core Strategy 2011 and National Planning Policy Framework.

8. Prior to the extended tea room and kitchen facilities being first brought into use the existing extract at the building shall be fitted with a silencing module as set out in the Acoustic Statement hereby approved.
Reason: In the interests of the amenities of the area and having due regard to policy DM10 of Havant Borough Local Plan (Core Strategy) 2011.

9 The tearoom hereby permitted shall be limited to the area shown on drawing number 17077-112 C with any outside seating proposed restricted to an area to be defined on a plan to be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure that the scale of the tearoom use is compatible with this rural location in the interests of the character and appearance of the area and sustainability having due regard to policy AL2 of the Havant Borough Allocations Plan.

10. The amended car parking arrangements shown on drawing number 17077-03 B shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

11 The external materials used shall match, in type, colour and texture, those of the existing building so far as practicable.
Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

12 Notwithstanding the hereby permitted development no percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) shall be undertaken during the bird overwintering period (i.e. October to March inclusive).
Reason: To provide ecological protection and enhancement in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011 and National Planning Policy Framework 2012.

13 No development hereby permitted shall commence unless and until a specification of an acoustic fence together with a plan has been submitted to and approved in writing by the Local Planning Authority. The fence shall be provided to the south and part east of the external seating area. The development hereby permitted shall not be brought into use until the implementation of the fence has been completed in full accordance with that specification.
Reason: In the interests of the amenities of the locality and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

14. Prior to the extended tea room being brought into use a site management plan shall be submitted to and approved in writing by the Local Planning Authority setting out measures for the management of noise from the car parking area.
Reason: In the interests of the amenities of the locality and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011.

15. Prior to the extended tea room being brought into use details of the location of staff parking shall be submitted to and approved in writing by the Local Planning Authority. The staff parking areas shall thereafter be retained for staff parking.
Reason: In the interests of highway safety and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

16. Any use of the tearoom after 18.00 hours shall be restricted to use within the building only, and no activities or catering shall take place outside the building.
Reason: to protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Core Strategy and National Planning Policy Framework.

114 Appointment of Chairman

RESOLVED that Cllr D Patrick be appointed as Chairman for the next meeting of the Development Management Committee.

The meeting commenced at 5.00 pm and concluded at 6.10 pm

……

Chairman

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NON EXEMPT

HAVANT BOROUGH COUNCIL

Development Management Committee

APPLICATIONS FOR DEVELOPMENT AND OTHER DEVELOPMENT CONTROL MATTERS

REPORT BY THE EXECUTIVE HEAD OF PLANNING AND BUILT ENVIRONMENT

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 Executive Head of Planning and Built Environment 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 Executive Head of Planning and Built Environment, 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 Executive Head of Planning and Built Environment, 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

Andrew Biltcliffe
Head of Planning Services

Nick Leach

Monitoring Officer

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Site Address: Land north of Havant Road and west of Selangor Ave, Emsworth

Proposal: Erection of 147 dwellings with associated parking, access, landscaping, and surface water drainage, pumping station, substation and signalised junction onto Havant Road (amended scheme).

Application No: APP/16/00774 Expiry Date: 31/10/2016

Applicant: Barratt Homes

Case Officer: Daphney Haywood

Ward: Emsworth

Reason for Committee Consideration: The application is referred back to committee following the submission of amended plans.

Density:23.6 dph

HDS Recommendation: **GRANT PERMISSION SUBJECT TO A S106 AGREEMENT**

Executive Summary

This application was considered by the Development Control Committee on the 29 June 2017 when members resolved to grant planning permission for 161 dwellings subject to a S106 agreement. The scheme has subsequently been amended to facilitate the detailed drainage solution as agreed with Southern Water and Hampshire County Council, and current market signals which indicate a fall in the demand for flats. The number of flats has been reduced from 45 to 24 and number of units proposed reduced from 161 to 147. Section 3 provides a summary of the changes. Whilst the layout has been changed the planning considerations including the principle of development are in general unchanged, and in particular the proposed signalised junction access and highway works are unchanged. In terms of the S106 the heads of terms are as previously set out although some of the requirements especially where a contribution is required and in respect to the number of affordable units (although this remains at 30%) are changed in response to the reduced number of dwellings.

The amended application has been republished including neighbour notification and 3 site new notices displayed, one on Havant Road and 2 on Selangor Avenue.

All consultee responses and representations in respect to the proposal are set out in the report together with an update on the planning considerations.

The proposal is for the residential development of a greenfield site of 6.23 hectares (ha) located to the north of Havant Road Emsworth, to the south of the A27 and west of Selangor Avenue. The site has been identified as an urban extension site (Site Reference UE02b) in the adopted Local Plan Housing Statement for 154 units.

The proposal has been the subject of extended negotiations and the plans have been amended from the initial 192 units to 161 units, as approved by committee, to 147 under the current plans. In accordance with the adopted Local Plan Housing Statement the application is supported by an Infrastructure Delivery Statement (IDS) together with specialist reports in respect to the key issues, including landscape impact, ecology, highways and drainage. Full publicity has been undertaken on the initial and amended

plans including consultation, notification of neighbours, site notices and an advert in the press. The site which is within flood zone 1 is not covered by any nature conservation designations and is not the subject of a tree preservation order.

The proposal is for a cul-de-sac development with dwellings of traditional design and ranging in size from 2 bed to 4 bed and in height from 2 to 3 stories. 30% of the dwellings would be affordable. Vehicular access would be off Havant Road and would take the form of a signalised junction. An emergency access off Selangor Avenue would also allow for pedestrian and cycle links, and would connect with a circular walk around the site boundaries which would provide a trim trail and opportunities for outdoor activity. The proposal provides for 2.37ha of open space in total.

The application has been screened in respect to the Habitats Regulation and subject to mitigation in the form of a contribution to the Solent Recreation Mitigation Project an appropriate assessment under Regulation 61 of the Habitats Regulations is not necessary.

The proposed development, which would contribute to the much-needed supply of housing in the Borough, as now proposed, would provide an attractive development with an acceptable impact and therefore can be recommended for permission.

1 Site Description

1.1 The site is irregular in shape and consists of greenfield land approximately 62,300m2 (6.23ha) in area. Whilst the site was formerly occupied by farm buildings and former clay pits the site currently provides pasture land and there are no existing structures or paved areas of any significance. It is bounded to the north by the A27 and the railway line; to the east by residential properties fronting Selangor Avenue and to the west by further dwellings. To the south is Havant Road (the A259). There is a line of trees along the northwest boundary of the site shielding the neighbouring properties from the A27. Beyond the highways at the north and south boundaries of the site is open farmland. Access to the site is through a gated entrance along Selangor Avenue. There is currently no access to the site from Havant Road to the south although a footway crossing indicates a previous point of access. The northern half of the site is relatively level. The southern half of the site falls towards the east and south with a low point in the south-eastern corner. Further to the south lies the coast and Chichester Harbour Area of Outstanding Natural Beauty, which is covered by various environmental/ nature conservation designations.

1.2 A gas main is located near the eastern boundary of the site approximately following the line of the sites eastern boundary with properties in Selangor Avenue.

2 Planning History

2.1 The National Planning Policy Framework (NPPF) requires the Authority to maintain a continuous five-year supply of deliverable sites to meet the present and future needs of the Borough.

2.2 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 council is in the process of reviewing its Local Plan, and has adopted a Local Plan Housing Statement as an interim step following a Regulation 18 consultation on the Local Plan. The Statement is in response to the high need for housing in the borough and sets out the council's position regarding the development of greenfield sites for residential purposes, ahead of adoption of the new Local Plan. The Statement relates specifically to sites which are not allocated in the adopted Local Plan, and it supports the principle of

residential development on a number of urban extension sites. The site that is the subject of this application is one of the sites identified (Site Reference UE02b). The Local Plan Housing Statement identifies the capacity of the sites as 154 units. This proposal increases this number, but the Housing Statement yields are indicative only, and in principle a slightly lower number may be appropriate subject to it satisfactorily meeting all other policy and material considerations. The Draft Local Plan 2036 further proposed the allocation of the site for housing.

2.3 A Development Consultation Forum was carried out on 9 June 2016 to engage with Councillors, key stakeholders and the public prior to the submission of this application

2.4 Development Management Committee on the 29 June 2017 resolved to approve the development of the site for 161 dwellings subject to a legal agreement.

3 Proposal

3.1 Erection of 147 dwellings with associated parking, access, landscaping, and surface water drainage, pumping station and substation. This represents an amended scheme to the initial plans submitted in July 2016 for 192 dwellings under this application, which was subsequently amended to 161 dwellings, as considered by the Development Management Committee on the 29 June 2017.

3.2 The proposed scheme now comprises 2 bed apartments, 2 bed houses and coach houses, and 3 and 4 bed houses. The layout would also incorporate areas of public open space (2.37 hectares), including the provision of play space, in the form of a Local Area of Play (LAP), and opportunities for new tree and shrub planting, details of which are set out in the accompanying Landscape Masterplan. The proposed scheme for the site has continued to evolve since the submission of the original application in July 2016 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 submitted layout identifying 161 dwellings include:-

- Reduction in the number of units from 161 to 147 dwellings
- Reduction in the number of 3 storey flats
- Reduction in the number of affordable units on site from 48 to 44 dwellings.
- Mix of housing changed from 6 x 1 bed, 67 x 2 bed, 75 x 3 bed and 23 x 4 bed to 65 x 2 bed, 62 x 3 bed and 20 x 4 bed.
- Building line on western side of the proposed access has moved forward.
- Reduction in parking spaces from 353 to 344 and fewer parking courts
- Minor change to the siting of the substation adjoining the western boundary.
- The site access would remain in the same location and still be formed by a signalised junction, but the alignment of the road would change once within the site.
- Changes to the internal road layout.
- A small area of open space lost adjoining the A27 boundary, but open space at the front of site increased.
- the scheme would still accommodate a LEAP and a LAP.
- New tree planning scheme proposed.

3.3 Vehicular and pedestrian access to the development would be in the form of a signalised junction from Havant Road, and a separate pedestrian/cycle route and emergency access is proposed from Selangor Avenue. The development provides 2.37 ha of open space and a Sustainable Urban Drainage scheme (SUDs) would deal with surface water flows at the site. Car parking within the scheme has been designed in line with the Havant Borough Council Parking SPD (July 2016). In accordance with this document there is a total of 344 parking spaces, which consist of garages (3 x 6m), open parking spaces in private parking courts, on curtilage parking, lay-bys and visitor spaces (26).

3.4 Foul drainage will be pumped to a suitable location on the public sewerage network in agreement with Southern Water. The pumping station would be sited to the east of the proposed vehicular access onto Havant Road, Emsworth, and would be screened by vegetation. Additionally, an electricity substation is proposed on the north western part of the site. The proposed scheme will provide 147 dwellings, of which 30% (44.1dwellings) will be delivered as affordable housing.

3.5 The proposal is for 44 affordable homes comprising 33 No. 2 bed and 11 No. 3 bed, and the remaining 0.1 of a unit will be required as a financial contribution.

3.6 The planning application includes the following documents:

Statement of Community Involvement
Gap Report
Air Quality Assessment
Archaeological Desktop Assessment
Land Contamination Assessment
Transport Assessment
Ground Conditions Report
Affordable Housing Statement
Infrastructure Delivery Statement
Ecological Mitigation and Management Plan
Wintering Bird Survey Report
Reptile Survey Report
Bat Activity Survey Report
Extended Phase 1 Habitat Survey
Revised Travel Plan
Transport Statement and Addendum Transport Statement
Arboricultural Impact Assessment and Method Statement
Minerals Assessment Report
Flood Risk Assessment
Utility Service Statement
External Lighting Report
Landscape Masterplan
Landscape & Visual Impact Assessment
Tree Report
Tree Protection Plan
Noise Impact Assessment Covering Letter
Noise Impact Assessment
Planning, Design & Access Statement
Planning Layout (Site Layout)
Economic Benefits Statement

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

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

DM25	(Managing Flood Risk in Emsworth)
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)

Havant Borough Council Housing SPD (July 2011)
Havant Borough Council Parking SPD (July 2016)
Borough Design Guide SPD 2011
Hampshire Minerals & Waste Plan
Local Plan Housing Statement (7 December 2016)

Havant Biodiversity Action Plan prepared by Hampshire Wildlife Trust 2011

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

5 Statutory and Non Statutory Consultations

Planning Policy

Comments on amended plans for 147 Dwelling :-

Policy position as previously set out. It should however be noted that the emerging Havant Borough Local Plan 2036 envisaged a new junction onto the A27 connected to the spine road in the Southleigh site (draft policy KS5). Changes on highway land to the north of Selangor Avenue application site cannot be rules out at this stage. It should be noted that this could have an impact on the landscape buffer to the north of the application site.

(officer note- previous position :- Overall, therefore the principle of development of this site is accepted.)

Comments on superseded plans for 161 Dwelling:-

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.

Also relevant to this application is the Local Plan Housing Statement, a policy statement adopted by the borough council on 7 December 2016, which is now a material consideration in determining planning applications.

All the above documents are available at https://www.havant.gov.uk/localplan

Principle of Development: The site currently lies outside the urban area, as defined by policy AL2 of the Havant Borough Local Plan (Allocations) and Policy CS17 (Core Strategy). These policies seek to concentrate development in the defined urban area.

The proposal for residential development is therefore contrary to the policies of the adopted Local Plan.
However, the council is in the process of reviewing its Local Plan, and has adopted a Local Plan Housing Statement as an interim step following a Regulation 18 consultation on the Local Plan. The statement is in response to the high need for housing in the borough and sets out the council's position regarding the development of greenfield sites for residential purposes, ahead of adoption of the new Local Plan. The statement relates specifically to sites which are not allocated in the adopted Local Plan, and it supports the principle of residential development on a number of urban extension sites. The site that is the subject of this application is one of the sites identified (Site Reference UE02b).
The Local Plan Housing Statement identifies the capacity of the sites as 154 units. This proposal increases this number, but the Housing Statement yields are indicative only, and I therefore have no reason to believe that the higher number is inappropriate in principle (subject of course to it satisfactorily meeting all other policy and material considerations).
Overall, therefore the principle of development of this site is accepted.

Coordination of Development: Notwithstanding the acceptability of development in principle, a further consideration is the coordination of this development with development of adjacent sites. The sites in the Housing Statement will only be supported, if development here is compliant with the remainder of the policies in the Adopted Local Plan (see Housing Statement para 3.14). Pertinent to this site is policy DM6 of the Core Strategy, which states that proposals will only be permitted where they do not undermine the future development potential of adjacent sites. Proposals should not prevent future access to potential development sites or prejudice future schemes.
The Housing Statement identifies a Strategic Site capable of providing at least 1,650 homes to the north of the railway line and the A27. As part of the delivery package for that site, the need for a new junction on the A27 has been identified. The location and layout for this junction, its slip roads or connecting roads have not yet been determined, and it would therefore be inappropriate to suggest that this current proposal is contrary to policy DM6. Nevertheless, it should be noted that the land earmarked as a landscape buffer for this scheme may be affected by the proposal for a new junction and associated slip road.
Housing Mix: The policy requirement (policy CS9 Housing) is for 30-40% affordable housing. It is welcomed that 30% affordable housing on site is being proposed. It should be noted, however, that the housing SPD (paragraph 2.04 and Principle 6) sets out that where only 30% affordable housing is provided on-site, and the site could viably achieve a higher level of affordable housing, the council will seek developers to make up the gap to 40% in the form of a financial contribution.
Developer Contributions**:** Havant Borough Council has an adopted CIL Charging Schedule which is applied to new residential development in the borough in addition to the requirements of Policy CS21. The Solent Recreation Mitigation Partnership (SRMP) contribution will also be payable in accordance with Policy DM24.
Infrastructure Delivery Statement: I note that an IDS has been provided, which appears to address the topics suggested by the council's guidance.
Other Considerations:
The site is uncertain for Brent Geese and Waders (policy DM23) - I note that additional surveys were undertaken, and the site has been assessed as having negligible potential for wintering waders and Brent geese due to its enclosed nature and relatively small size.)
Noise (policy DM10) – given the proximity to the A27 and the railway line of this site, the exposure to noise of future residents must be carefully considered and appropriate mitigation measures proposed. I note that a Noise Impact Assessment has been submitted.
Minerals: The site is likely to be underlain by sand and gravel and forms part of the

Minerals Consultation Area as defined in the Minerals and Waste Local Plan and associated SPD. It is noted that the applicant has considered this issue and has submitted a Minerals Assessment Report.

Department of Transport, Highways Agency
Comments on amended plans for 147 Dwelling :-
awaited but see comments of Hampshire Highways below.

Comments on superseded plans for 161 Dwelling:-
As a result of additional information received and extensive dialogue between Highways England, the applicant and Hampshire County Council, we are able to provide a formal response to the proposal. It is noted that the proposal is now for 161 dwellings and associated elements. There is unlikely to be a significant impact to the operation of the A27 from proposals, therefore we offer no objection. However to minimise any potential impacts during peak periods we strongly support the development of the site in line with travel plan objectives.

Hampshire Highways
Comments on amended plans for 147 Dwelling :-

The reduction in dwellings is not anticipated to significantly impact on the traffic flows expected from the site. The access remains signalised and in the same location, with a slight change to the internal road alignment to the north of the site.

Our comments and requirements set out within our response dated 27th April 2017 therefore still stand.

(officer note - Previous comment was: - no objections to the application subject to obligations and conditions)

Comments on superseded plans for 161 Dwelling:-

Objected to initial scheme.

Additional information has been submitted through an Addendum Transport Assessment March 2017. This aims to address the outstanding highway matters in relation to this application which include the following:

- Site access arrangements
- A27/Havant Road Roundabout modelling and mitigation
- A27/Emsworth Road Roundabout modelling and mitigation
- Sustainable transport contribution
- Travel Plan

Site Access Junction Type

The site access requirements have been discussed in detail with the local highway authority as detailed within the addendum transport assessment. The originally proposed priority junction arrangement was not in accordance with design guidance in terms of appropriate and safe junction types based on the recorded flows on the A259. Therefore, whilst it would provide less delay in theory on the A259 it imposed an additional safety risk on the highway. It has been observed on site that turning out of side roads along the corridor is difficult during peak times with long wait periods. Often drivers relied on being let out or pushing their way out rather than being presented with suitable gaps in the traffic to turn. With a review of the accident data also undertaken it became apparent that there has been a long-standing presence of junction related accidents along the A259 corridor. Therefore the local highway

authority has requested a junction design in accordance with DMRB (Design Manual for Roads and Bridges) requirements. In order to control the right turn movements from the site access a signal controlled junction would be the most appropriate form. Whilst the signal junction will create queuing on the A259 at peak times, the junction is forecast to work within capacity and the queues clear within a single cycle time. The introduction of this junction will also provide breaks within the flow of traffic to enable additional opportunities for other side road traffic to exit, in particular the Selangor Avenue junction.

The junction will also include controlled pedestrian and cycle crossings at the site access arm and on the A259.

Since the submission of the technical note to the planning authority further iterations to the signal layout design have been made to lessen the delays to A259 traffic. The presence of the pedestrian phase in the cycle at the signals would create a significant impact on the operation of the junction. Segregating the crossing of the A259 away from the signal junction means that the overall impact on the main road would be minimised. It has therefore been agreed that the existing pedestrian/cycle refuge on the A259 at Selangor Avenue will be removed and replaced with a separate toucan crossing nearby. The toucan crossing will serve a wider benefit for both existing residents and those from the new development as it will be located on the desire line to and from the southern bus stop. The new crossing will also aid cyclists joining the shared use path on the northern side of the A259. The toucan crossing will be linked to the operation of the signal junction to ensure minimum delay on the A259. A controlled crossing across the site access arm, which will operate on demand, will remain as part of the signal junction design.

It is considered that the additional delay on the A259 is outweighed by the safety benefits of a controlled junction and additional benefits to the corridor. The access arrangement shown in principle on drawings 041.0025.009 Rev D and 041.0025.012 Rev A is therefore agreed.

It should be noted by the Local Planning Authority that, whilst the applicant has demonstrated that the signal junction will operate within capacity within the assessment period (2026 with development), the introduction of the signal controlled junction will only have limited capacity to accommodate future traffic growth and the ability to provide future capacity improvements is currently limited by the extent of available highway land.

<u>Havant Road/A27 Slip Road/Church Lane Roundabout and Emsworth Road/Havant Road/A27 Slip Road Roundabout Improvements</u>

Additional modelling work has been submitted as outlined within the Addendum Transport Assessment and the principle of the works shown in drawing 041.0025.005 rev C and drawing 041.0025.004 rev F have been agreed with the applicant to provide the required mitigation for the two junctions.

Additional measures to the Emsworth (North) arm to include flaring of the approach arm and removal of the right turn movement into/out of the Emsworth Road/Emsworth Road priority junction have been previously sought. Having reviewed the details of the improvements the impact on this arm specifically given the total improvement at the roundabout cannot be deemed to be severe. In addition, future allocated development in the area will have a greater operational impact on this arm and additional improvements should be sought when this (future) application comes forward.

<u>Sustainable Transport Contribution</u>

Details of works to provide sustainable travel improvements have been agreed to improve connectivity to Emsworth Primary School. The agreed measures are designed to both encourage walking by creating an attractive walking environment and reducing inappropriate parking around the school site to discourage driving from the development.

A contribution of £82,000 has been agreed to implement the following measures:

- Footway widening to the rear of the parking bays between property numbers 163 and 185 Victoria Road.
- Provision of a raised table at the entrance to Emsworth Primary School
- Parking control measures at the junctions of Bosemere Gardens, Record Road and Nore Fare Avenue.

Travel Plan

The framework travel plan has been approved for the development site and suitable s106 obligations shall need to be secured in order to ensure appropriate delivery of the travel plan.

Recommendation

The local highway authority raises no objections to the application subject to the following obligations and conditions:

Obligations

- Provision of the site access as shown in principle on drawings 041.0025.009 Rev D and 041.0025.012 Rev A
- Provision of the improvements to the A27 roundabouts as shown in principle of drawings 041.0025.005 rev C and 041.0025.004 rev F
- A contribution to provide improvements to sustainable access to Emsworth Primary School
- Provision of a Full Travel plan with monitoring fees, approval fees and bond.

Conditions

No development hereby permitted shall commence until details of the following have been submitted to and approved in writing by the Local Planning Authority.

- provision to be made on site for contractor's parking
- construction traffic access
- the turning of delivery vehicles
- provisions for removing mud from vehicles

The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction

Development Engineer - Highways

Comments on amended plans for 147 Dwelling :-

No adverse comments.

Comments on superseded plans for 161 Dwelling:-

The layout of the estate has been checked by HBC (under agency arrangements) and it meets the recommendations contained within Manual for Street Design (MfS)

The detailed drawings within the planning application submission demonstrate that the proposed layout will provide satisfactory servicing arrangements for emergency vehicles, delivery vehicles, fire appliances and refuse vehicles. The layout will provide

parking to Havant Borough council minimum parking standards for both vehicles and cycles.

The road and footway network will need to be built to an adoptable standard and maintained and managed by a company set up (or selected) by the developer. This maintenance agreement needs to be secured by means of a 106 Agreement.

A 106 legal agreement will be required to ensure that the general public have the right to pass and re-pass over the public area, road and footways to ensure integration of the proposed development into the surrounding existing settlement.

Traffic Management Team
Comments on amended plans for 147 Dwelling :-
There is no apparent visitor parking shown on the plans, is this correct?
(Officer Comment layout includes 29 visitor parking spaces, and these are denoted with a 'V' and would be spread throughout the development. Parking spaces would also be a minimum of 2.4m x 4.8m.

Comments on superseded plans for 161 Dwelling:-
No adverse comment

Southern Gas Networks
Comments on amended plans for 147 Dwelling :-
High pressure pipeline in the vicinity of the works. Formally object until such time as detailed consultation has taken place.
(officer note- This is a standard holding objection and the proposal satisfies the separation distances previously required. Condition as previously requested recommended - condition 21))

Comments on superseded plans for 161 Dwelling:-
- No objection. Request Informative Note to include:-
- The high-pressure gas pipeline in the vicinity of the proposed development has a Building Proximity Distance (BPD). The building proximity distance (zone 1) is 3 metres either side of the pipeline
- Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring.
- No piling or boreholing must take place within 3 metres of the pipeline.
- Before commencing work on site the developer must contact our Pipeline Maintenance Section

County Minerals
Comments on amended plans for 147 Dwelling :-
As previously - conditions requested.

Comments on superseded plans for 161 Dwelling:-
Hampshire County Council acknowledges that a site mineral assessment was undertaken. Although the report identifies that due to a number of constraints, large scale extraction would not be suitable for this site, the MPA(Mineral Planning Authority) would still like to encourage the identified opportunity for incidental mineral extraction, prior and as part of the proposed development. As the report states, the recovered mineral could then be either re-used on site, which could encourage a reduction of excavation waste removed from site as well as inbound materials for construction uses associated with reduced costs.
Hampshire County Council would therefore request the following conditions to be included in any permission for this planning application, to be delivered through submitted construction management plans or similar, requiring a statement outlining:
i. a method for ensuring that minerals that can be viably recovered during the

development operations are recovered and put to beneficial use; and
ii. a method to record the quantity of recovered mineral (re-use on site or off site) and to report this data to the MPA.

Arboriculturalist
Comments on amended plans for 147 Dwelling :-
There are no Tree Preservation Orders in force and the site is not within a designated Conservation Area. There are substantial hedge lines and a number of trees on the boundaries of the site. The one tree of note is an off site mature Oak on the eastern boundary. The submitted Tree Report (BDWS20345tr) acknowledges these elements which are a material consideration and possible constraint. In accordance with the recommendations of this Report The Tree Survey should inform any submitted layout and be accompanied by an Arboricultural Implications Assessment and Method Statement with an initial Tree Protection Plan.

(officer note- condition recommended)

Comments on superseded plans for 161 Dwelling:-
The supporting arboricultural evidence provided by ACD Arboriculture is comprehensive and I outline the following points:

Although extensive tree removal is required to facilitate development, the trees are all of low BS: 5837 (2012) grading, as such should not be considered a constraint to development. They do however provide extensive ecological benefit to the site which although falls outside my remit should be highlighted at this point.

In summary provided that the methodology prescribed in the AMS & TPP (TPP Drawing Number - BDWS20345-03) report is strictly adhered to and a pre-commencement site meeting between – Arb Consultants, HBC Arb and the Developers is undertaken I would expect the retained trees to survive the development unscathed and to continue to grow on in the future.

Therefore, I have no objections to this scheme in arboricultural terms.

In terms of tree planting; there is a great opportunity to establish specimen trees on the proposed POS and I would like to see extra heavy nursery (root ball or container grown) standards planted in this area – suggested species: London Plane or / and Oak.

Building Control
Comments on amended plans for 147 Dwelling :-
Size / location of bin stores not confirmed for dwellings. Storey heights into internal parking areas 69-77 is unclear regarding fire authority access if needed. Other comments might be raised if application is submitted to Building Control and fully assessed for compliance.
(officer note- Plan now submitted)

Comments on superseded plans for 161 Dwelling:-
Fire Authority access to Plots served by Level Permeable surfaces to comply with Approved Document B Vol1 Section 5 if needed to access due to travel distance restrictions.
Storey heights where passing into internal parking areas to be confirmed and show compliance with Approved Document B Vol1 Section 5 if needed to access due to travel distance restrictions. Other comments might be raised if application is submitted to Building Control and fully assessed for compliance regarding ALL Approved Documents

Network Rail
Comments on amended plans for 147 Dwelling :-
Awaited

Comments on superseded plans for 161 Dwelling:-
As the west side of this site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts Asset Protection Wessex AssetProtectionWessex@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

(**Officers note** NR comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land have been forwarded to the agent)

County Archaeologist
Comments on amended plans for 147 Dwelling :-
Nothing to add to previous comments.

Comments on superseded plans for 161 Dwelling:-

The site contains the potential for well-preserved archaeological features dating from the later prehistoric and Roman periods. Therefore, while there is no indication that archaeology presents an overriding concern I would advise that the assessment, recording and reporting of any archaeological deposits affected by construction be secured through the attachment of suitable conditions to any planning consent that might be granted.

Education Department
Comments on amended plans for 147 Dwelling :-
A contribution of £639,701 towards the expansion of Emsworth Primary School is necessary as without an expansion it will not be able to accommodate the children from the development. The level of contribution being sought is based on the number of additional classrooms required to accommodate these children at the school and therefore is fairly and reasonably related in scale and kind to the development.

No contribution will be sought to provide additional secondary school places owing to the surplus places within the existing schools.

No objection subject to the above contribution and the condition as previous advised.

Comments on superseded plans for 161 Dwelling:-

The proposed development of 161 dwellings would usually be expected to generate a total of 48 additional primary age children. This is based on a figure of 0.3 primary age children per new dwelling which was derived by conducting demographic surveys of developments that have been completed within Hampshire and calculating the average number of primary age children on those developments.

Having looked at the application form on your website I note that of this number 6 dwellings are proposed to be one-bedroomed properties. As Hampshire County Council discounts one bedroomed properties from its calculation when seeking a contribution, the new dwelling number becomes 155 “eligible” dwellings for which I will be seeking a contribution from the developer to provide additional primary places in the area. These 155 dwellings are anticipated to generate 47 primary age pupils.

The development site is served by Emsworth and St James Primary Schools which are forecast to become full from existing housing developments. Consequently, additional primary school places will be needed to cater for the additional 47 pupils and a contribution is sought from the developer to pay for this expansion. Details of the forecasting methodology used, along with the current pupil numbers in the Emsworth schools can be found at Appendix A.

Similarly, Warblington Secondary School serves the proposed development, but it can be noted in Appendix A that there is a sufficient number of secondary school places available to accommodate the yield from the proposed development.

The County Council has used previous extension projects to derive a cost for the proposed expansion, and this is estimated at £668,904. Details of how these costs were derived can be found in Appendix B. This will go towards the proposed expansion of Emsworth Primary School which is currently estimated to cost £1.831m (4Q2015 price base).

No contribution will be sought to provide additional secondary school places owing to the surplus places within the existing schools.

In summary, the contribution towards the expansion of Emsworth Primary School is necessary as without an expansion it will not be able to accommodate the children from the development. The level of contribution being sought is based on the number of additional classrooms required to accommodate these children at the school and therefore is fairly and reasonably related in scale and kind to the development. This information is supported by the County Council’s ‘*Planning for School Places Guidance Document’* which sets out the methodology for assessing the impact of development on education infrastructure.

Recommendation

The County Council, as Local Education Authority, raises no objection to the planning application subject to:
The following Grampian planning condition being included in any planning permission in order to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development.

No development shall take place until a scheme to provide additional school places at Emsworth Primary School has been agreed in writing by the Local Planning Authority, in consultation with the Local Education Authority. No part of the development shall be occupied until the approved scheme has been implemented.

Without the provision of a contribution towards the provision of additional school places the County Council, as Local Education Authority, would object to the proposal

on the grounds that the impact on the existing infrastructure cannot be sufficiently mitigated and therefore the development is unacceptable in planning terms.

Environmental Health Manager

Comments on amended plans for 147 Dwelling :-

Previous comments remain largely valid. Position in relation to pollution related subject area summarised in light of the revisions - 3 Contamination conditions recommended, no material air quality concerns, the drainage proposals have undergone a significant redesign in response to comments regarding the likely range of seasonal groundwater levels, and concerns expressed about flooding down-hydraulic-gradient of the site, and the capacity of public systems downstream of the site. The revised scheme appears to take full account of available information, and is now largely reliant upon storage & controlled release. A substantial buffer tank proposed, discharging by rising main (only), which would permit a broad degree of (adaptable) control over downstream discharge rates to the public system. Infiltration is retained where groundwater levels allow, and permeable parking / feeder road surfaces provide a good degree of pollutant interception. Where permeable surfaces are not feasible, roadway runoff is to be to swale or filter trench drain to provide a similar degree of interception.

I have no concerns with respect to pollution, and have no specific recommendations to make. I similarly have no concerns relating to the hydrogeological setting of the site, and consider the operation of the submitted scheme under foreseeable seasonal groundwater conditions to be feasible.

Comments on superseded plans for 161 Dwelling:-

Conditions in respect to contamination, construction work noise, dust, burning lighting and post validation in respect to compliance with the noise impact assessment required.

officers note Nuisance from construction work is an Environmental Health matter and informatives in respect to these matters are recommended

Hampshire Fire & Rescue

Comments on amended plans for 147 Dwelling :-

The development will need to comply with the Building Regulations and Hampshire Act 1983 Section 12. Advisory recommendation made.

Comments on superseded plans for 161 Dwelling:-

Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations. Recommendations made.

Officers note - the response has been forwarded to the applicant.

Housing

Comments on amended plans for 147 Dwelling :-

This proposal is would need to comply with Core Strategy policy CS9. 2 and provide 30-40% affordable housing on site; this would equate to a minimum of 44.1 units on this site which would be secured via a section 106 agreement. The applicants will need to confirm that they intend to meet the 0.1 additional obligation by means of a financial contribution. When this approach is confirmed the calculation for this contribution will follow the methodology referred to at Appendix A of the Havant Borough Council Housing SPD July 2011.

The applicants have suggested a tenure mix for the affordable which consists of: 33 No. 2 bed and 11 No. 3 bed, comprising affordable rent (22), Shared ownership (11) and Discounted Market Homes/Starter Homes (11).

The Government White Paper published in February 2017 suggests changes to the NPPF that will amend the definition of affordable housing to include Starter Homes and Discounted Market Sales (DMS) Housing. I believe these are two distinct products with differing regulations. Previously the applicants had agreed to develop DMS units as part of the overall Affordable provision and this is reflected in s106 agreement; however, I notice that the applicants are now referring to just Starter Homes in their Amended Affordable Housing Statement and I would ask for some clarification on this matter.

Principle of Development: Housing supports this development pending confirmation of tenure mix with regards to Starter Homes/ Discounted Market Sales Homes.

Comments on superseded plans for 161 Dwelling:-
This proposal is would need to comply with Core Strategy policy CS9. 2 and provide 30-40% affordable housing on site; this would equate to a minimum of 48.3 units on this site which would be secured via a section 106 agreement.

The applicants have submitted an Affordable Housing Statement in which they confirm that they propose to meet this obligation by providing 48 units onsite and a financial contribution to cover the additional 0.3 of a unit, and to agree the tenure split during the determination of the planning application. This approach is accepted and the calculation for this contribution will follow the methodology referred to at Appendix A of the Havant Borough Council Housing SPD July 2011.

The applicants have suggested a tenure mix for the affordable which consists of 24 affordable rented, 12 shared ownership and 12 discounted market homes, comprising 3 one bed, 26 two bed and 19 three bed.

Demand for affordable housing remains high in the Havant borough; currently there are 1755 households registered on Hampshire Home Choice seeking accommodation in our area. Of these over half are waiting for a one bedroom home whilst a further 582 are waiting for two bedrooms, 203 for 3 bedrooms and 67 for a 4+ bedroom home. Many of these are looking to downsize so the inclusion of a number of 1-bedroom homes in the development proposals is a welcome one. Movement to smaller accommodation would free up larger affordable homes that can be used more effectively by providing accommodation for our applicant families.

The Affordable Rented homes will be available to those applicants registered on Hampshire Home Choice (HHC) with a local connection to the Havant Borough. It is expected that Havant Borough Council receive 100% nomination rights to the proportion of the provision that is available as rented accommodation. Shared Ownership units will be expected to be allocated through Help to Buy South. Should this application proceed to final development it will help to improve the supply of this very limited resource and at the same time help towards the overall housing numbers required by the Borough.

Housing supports this development pending confirmation of tenure mix with regards to Starter Homes/ Discounted Market Sales Homes.

Waste Services Manager
Comments on amended plans for 147 Dwelling :-
Service Road should accommodate a 26T collection vehicle.

Comments on superseded plans for 161 Dwelling:-

New road way servicing these properties is suitable and sufficient to meet the requires standards for a 26tonne RCV to collect waste from these new properties

Local Lead Flood Authority HCC
Comments on amended plans for 147 Dwelling :-
The proposals for surface water drainage meet the current standards/best practice in relation to surface water drainage.

It is important to ensure that the long-term maintenance and responsibility for Sustainable Drainage Systems is agreed between the Local Planning Authority and the applicant before planning permission is granted. This should involve discussions with those adopting and/or maintaining the proposed systems.
(officer note _ This would form part of the S106 requirements)

Comments on superseded plans for 161 Dwelling:-

Initial comments
Surface Water Drainage
We will require further information/clarification on the following points:
The suitability of using infiltration techniques on the site where there is shallow groundwater as discussed within the FRA under Section 3.2.1 including the infiltration rates
Confirmation that the new allowances for climate change will be considered within the design of the surface water system We would recommend that the developer discuss the proposals for surface water drainage with those they are proposing to adopt part or all of the system. Specifically, the Highway Authority in relation to the proposals for swales adjacent to the roads within the development and the proposals to allow the potential adoptable roads to be used as flow routes or ponding areas in higher order events.
Comments on additional information
Surface Water Drainage
The proposed surface water drainage strategy is purely based on infiltration devices where the maximum groundwater level could reach to 0.5 m below ground level. Given the high probability of failure of such a proposed strategy, we cannot agree with the proposed strategy. Therefore, we would not be able to make any comments on the details of the proposed strategy until we have an updated drainage strategy.

Please note that the mechanism for securing long-term maintenance will need to be considered and agreed between the applicant and the Local Planning Authority. This may involve discussions with those adopting and/or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies.

(Officer comment:- Revised details have been submitted which amend the strategy from infiltration to holding measures in accordance with the LLFA requirements and the LLFA have orally confirmed that the strategy is now acceptable, but they are awaiting clarification on details of the connection to the sewer in Havant Road. Their further written comments are awaited.)

Engineering/Drainage
Comments on amended plans for 147 Dwelling :-
Swales - resolution by condition acceptable.

Comments on superseded plans for 161 Dwelling:-
LLFA will comment on drainage elements of this proposal.

Currently the off-road cycle track along the north side of Havant Road, west of Selangor Avenue provides cyclists with a safe uninterrupted route into Warblington. The addition of the junction, whilst controlled by traffic lights with a suggested 120 cycle time / pedestrian phase every second cycle, represents a backward step with no regular stage in the signal design where there is no flow into or out of the proposed access road and hence safe for a crossing to be made. Request consideration be given for a central island in the access road, so the crossing of the new road can be made in two stages under 'walk with stage' conditions
officers note This matter has been forwarded to the agent and will form part of the offsite Highway works and can be covered under the S106.

Environment Agency
Comments on amended plans for 147 Dwelling :-
No further comments to make

Comments on superseded plans for 161 Dwelling:-
We can confirm that the Environment Agency has no objection in principle to the proposed development as submitted

Advice to Local Planning Authority (LPA):

The Environment Agency has no objection to the proposed development as it is not located within flood zone 2 or 3, and does not affect designated main river.

We welcome the change in proposed surface water drainage system which no longer includes the diversion of designated main river through the proposed development site.

Environment Agency data suggests that the groundwater table under the proposed development site is high. Therefore, you may wish to discuss the impact of this on the proposed surface water drainage strategy with the Lead Local Flood Authority (Hampshire County Council) who will be best placed to advise on surface water drainage matters.

We would remind you that policy DM25 of Emsworth Flood Risk Strategy, requires all developments in Emsworth to demonstrate a reduction in post development run off rates. We would encourage you to review, consider and ensure that the proposed development is in line with this policy.
Officer Note:- See LLFA response.

Landscape Team
Comments on amended plans for 147 Dwelling :-

Amended Tree Protection plan required. The submitted plans do not indicate where the proposed play equipment is to be located within the LEAP. As such the play area proposals drawing will need to be updated to give clarity on the proposals. Additionally, the drawing should demonstrate what play area surfacing is being proposed. Amended landscape plan including larger native legacy trees required.

(officer note- amended plans submitted)

Comments on superseded plans for 161 Dwelling:-
The hedgerows have been assessed under the Hedgerow Regulations (1997), and all three hedges lack sufficient plant species diversity or associated physical features to meet many of the Part II Schedule I criteria. Although the existing site hedgerows are not deemed to comprise 'Important' as defined by the Hedgerow Regulations 1997, they are deemed to contribute valuable linking habitat value that should be either

retained or sufficiently mitigated for – something that is not sufficiently addressed within the submitted landscape proposals. Whilst I note the submitted proposals include partial retention of HR2, there appears scope for some further retention and for enhancement with appropriate supplementary planting and careful management operations.

Amended plans
Landscape Masterplan – the applicant has not addressed concerns previously about the LAP position or the dispersed trim trail equipment. Having discussed the matter further with colleagues, HBC Communities Team support my concerns about the proximity of 'exercise stations' in spatially constrained areas close to proposed dwellings. HBC Communities Team are also in agreement that trim trail stations cannot be deemed an acceptable substitute for an equipped play area. From reference to Fields in Trust 'Guidance for Outdoor Sport and Play', the recommended benchmark guidelines for an equipped designated play areas are 400m for a Locally Equipped Area for Play (LEAP) and 1000m for a Neighbourhood Equipped Area for Play (NEAP). Existing distances to current equipped play spaces are well in excess of 1000m, with Emsworth Recreation Ground deemed to be the nearest formal provision. Whilst the NEAP requirement can be addressed by CIL contributions, I emphasise the requirement for provision of a LEAP within the proposed development (to be arranged and set out as per the guidance – please refer to the link below).
http://www.fieldsintrust.org/Upload/toolkit/pdfs/Guidance-for-Outdoor-Sport-and-Play-Oct-2015.pdf
For resolution, I recommend that an appropriate planning condition pursuant to an acceptable location, layout arrangement, with detailed equipment, surfacing and associated site furniture details and specification. Please note this may necessitate some development layout adjustment to coordinate.

Swales – resolution by condition is accepted.

Hard surfacing materials – whilst there are no adverse comments regarding the hard landscape plans indicating materials and placement locations, I recommend a planning condition pursuant to the engineer's details to verify additional build-up depths and more detailed material specification. My primary concern is associated with the 'hoggin footpath with timber edging' – the interpretation of this generic term can vary significantly, and several poor-quality footways have been delivered locally (the Nursery Fields development in Denvilles being just one example).

Enclosures – resolution by condition is recommended (to add hedge reinforcement fencing with associated specification information, coordinate with play areas and to correct errors e.g. screen wall proposed within an existing tree root protection area for plot 161).

Enclosures – resolution by condition is recommended (to add hedge reinforcement fencing with associated specification information, coordinate with play areas and to correct errors e.g. screen wall proposed within an existing tree root protection area for plot 161).

Soft landscape – Some details are not considered sufficiently resolved. On the basis that the planting plans will also require update to coordinate with play provision requirements, I recommend this is conditioned to allow for appropriate coordination.
.
officers note. The area of open space to the north east of flats 71 to 76 has been identified as a location for the LEAP and these matters can be conditioned.

Crime Prevention -Major Apps
Comments on amended plans for 147 Dwelling :-

Rear garden access for a number of dwellings is via a communal rear access path or from a parking area. Some acquisitive crimes such as burglary and theft are often facilitated by easy access to the rear of the property. Planning Guidance advises "Planning should promote proportionate security measures" it goes on to say, "Taking proportionate security measures should be a central consideration to the planning and delivery of new developments and substantive retrofits." To reduce the opportunities for crime all rear garden access gates must be fitted with a key operated lock that can be operated from both sides of the gate. The walls of several dwellings can be easily accessed from public space (plots 26, 46 and 82 are examples of this), this increases their vulnerability to crime and anti-social behaviour. Planning guidance advises that "There should be a clear definition between public and private space. A buffer zone such as a front garden, can successfully be used between public outdoor space and private internal space to support privacy and security." To reduce the opportunities for crime and anti-social behaviour a generous garden should be provided along these vulnerable elevations. The plan appears to show a pedestrian / cycle way in the green belt running to the south of the development to the public open space. It is possible to access a number of residential parking spaces from this route (plots 1 to 6) and from the public open space (plots 94 to 99). This increases the vulnerability of vehicles parked within the parking spaces to crime. To reduce the vulnerability of these spaces to crime the parking spaces should be isolated from the footpath and open space by robust railings at least 1.2m high. The railings should be placed on three sides of the parking areas providing for access only from the public highway.

The plans show a combined cycle and bin store, the cycle store is shown with a double door. Unfortunately, with double doors the second leaf often left insecure making the cycle store insecure. To reduce the opportunities for cycle theft the cycle store should be fitted with a single leaf door. The store should be constructed in such a fashion that it is not possible to move internally between the two stores. To provide for the safety and security of residents and visitors lighting throughout the development should conform to the relevant sections of BS5489:2013.

(Officer note:- The comments have been forwarded to the agent, and will fall under the boundary treatment condition and construction details.)

<u>Comments on superseded plans for 161 Dwelling:-</u>
The site has high levels of permeability a review of research in this area has concluded that "Neighbourhood permeability … is one of the community level design features most reliably linked to crime rates, and the connections operate consistently in the same direction across all the studies: more permeability, more crime." With the proposed layout should incidents occur, the development will be difficult to police effectively. To reduce the vulnerability of the development to crime and anti-social behaviour I would recommend that connectivity about the development is reduced.

To provide for the safety of those using the footpaths they should be at least 3m wide, as straight as possible and lit to the standards within BS 5489:2013. Any planting within the vicinity of the footpaths should be such that it does not provide a place in which a person might lie in wait.

Defensible space is a key aspect of crime prevention; therefore, I recommend that defensible space is provided to the front and rear of all dwellings.

The plan shows a number of rear parking courts, such courts are vulnerable to crime. To reduce the opportunities for crime these parking courts should be lit to the relevant levels as recommend by BS 5489:2013.

To provide for the safety and security of residents and visitors lighting of the public highways should comply with the relevant sections of BS 5489:2013.
(officers note The plans have been amended in respect to lighting, defensible space

and landscaping in response to the above comments. Regarding permeability, connectivity around/through the site is an important factor in encouraging no-car use and facilitating informal exercise/play options.)

Public Spaces
Comments on amended plans for 147 Dwelling :-
awaited

Comments on superseded plans for 161 Dwelling:- No adverse comments received.

Southern Water
Comments on amended plans for 147 Dwelling :-

The results of an initial desk top study indicate that **Southern Wate**r currently cannot accommodate the needs of this application without the development providing additional local infrastructure. The proposed development would increase flows into the wastewater sewerage system and as a result increase the risk of flooding in and around the existing area, contrary to paragraph 109 of the National Planning Policy Framework.

Should the Local Planning Authority be minded to approve the application, Southern Water would like the following condition to be attached to any permission. "Development shall not commence until a drainage strategy detailing the proposed means of foul disposal and implementation timetable, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable."

The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS). Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long-term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should: - Specify the responsibilities of each party for the implementation of the SUDS scheme - Specify a timetable for implementation - Provide a management and maintenance plan for the lifetime of the development. This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development. The application details for this development indicate that the proposed means of surface water drainage for the site is via a watercourse. The Council's technical staff and the relevant authority for land drainage consent should comment on the adequacy of the proposals to discharge surface water to the local watercourse. It is the responsibility of the developer to make suitable provision for the disposal of surface water. Part H3 of the Building Regulations prioritises the means of surface water disposal in the order a Adequate soakaway or infiltration system b Water course c Where neither of the above is practicable sewer Southern Water supports this stance and seeks through appropriate Planning Conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer occurs only where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to a public sewer the prior approval of Southern Water is required. We request that should this application

receive planning approval, the following condition is attached to the consent: “Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.”

The proposed foul and surface water on site drainage does not meet the standards that would be reasonably required by Southern Water and so consequently should the sewers be built as shown, Southern Water would not be prepared to enter into an agreement to adopt the sewers or accept them in the future under any change of government legislation. Also, connection to the public surface water network can be refused if the surface water drainage would introduce the risk of groundwater or land drainage infiltration. The sewers located under tanked permeable paving construction will not be accepted for adoption. Communication of perforated pipes with public network will not be allowed. If the applicant or developer proposes an on-site foul sewerage pumping station, this would have to be designed and constructed to the specification of Southern Water Services Ltd. A secure compound would be required, to which access for large vehicles would need to be possible at all times. The compound will be required to be 100 square metres in area, or of some such approved lesser area as would provide an operationally satisfactory layout. No habitable rooms should be located less than 15 metres from the pumping station compound boundary, in order to protect the amenity of prospective residents.

(Officer note- see response from LLFA and Drainage Engineer. Maintenance to be the subject of a S106 agreement.)

Comments on superseded plans for 161 Dwelling:-
Additional infrastructure is required to serve the development- conditions and informatives required.

Portsmouth Water Company
Comments on amended plans for 147 Dwelling :-
No further comments

Comments on superseded plans for 161 Dwelling:-
No adverse comments

Natural England Government Team
Comments on amended plans for 147 Dwelling :-

This application will need to comply with Local Plan Policy with regard to Solent Recreation Mitigation Partnership (SRMP) contribution, which applies to all new development of one or more dwellings.

Provided that the applicant is compliant with this condition and this is secured with any planning permission, Natural England is satisfied that the applicant has mitigated against the potential adverse effects of the development on the integrity of the European site(s).

Natural England recommends that this application is supported by a Biodiversity Mitigation and Enhancement Plan (BMEP), or equivalent, that has been agreed by a Hampshire County Council (HCC) Ecologist and secured by any planning permission. This will ensure the application meets the requirements of the standing advice and the additional requirements for biodiversity enhancement as set out in National Planning Policy Framework paragraphs 7, 109 and 118. With the above mitigation in place, Natural England has no objection to this application.

(officer note- Condition requested by County Ecologist recommended)

Comments on superseded plans for 161 Dwelling:-
No objection subject to Solent Recreation Mitigation Project contribution.

County Ecologist
Comments on amended plans for 147 Dwelling :-
No overriding concerns with this proposal in terms of its ecological impact.

The application is accompanied by an amended Extended Phase1 Habitat Survey (WYG, December 2017), Wintering Bird Survey (WYG, December 2017), Bat Activity Survey (WYG, December 2017), Reptile Survey (WYG, December 2017) and an amended Ecological Mitigation & Management Plan (WYG, December 2017).

On the issue of impacts to off-site important wintering bird sites, the Solent Waders & Brent Goose Strategy (SWBGS) is currently undergoing revision, with site classification being completely reworked to move away from a binary 'Important/No Recorded Use' and towards are situation more reflective of a site's value to the overall network of SWBGS sites across the Solent. Whilst the application site itself is not considered to be of value to wintering birds (and is now effectively removed from the SWBGS), some fields to the south of the site are used by SPA birds. SWBGS sites H23B is now considered to be Low Use, H22B and H23F are so-called Secondary Network sites and H23D is a Primary Network site.

The revised SWBGS is not yet published but LPA ecologists and Natural England are starting to refer to it in planning consultation responses. In addition, some ecologists familiar with the local area are now aware of the upcoming changes. Havant Borough's emerging Local Plan 2036 will be fully compliant with the new SWBGS system. So, at the present time, although the SWBGS is changing, consultants will still be working within the framework of the 2010 SWBGS and therefore be reliant on 'older' site classification terminology. In this case, it does not really cause any significant issues.

The Primary and Secondary fields to the south are larger than the application site, lack any internal hedging and are situated close to the water so the presence of SPA bird species is not surprising. Whilst it is considered that direct impacts will not occur, given the distances between the application site and these fields, there may be an increase in recreational pressure which could potentially result in impacts to SPA birds. I am content that the local footpath/bridleway network, whilst potentially receiving increased footfall as a direct result of this proposal, is not situated in locations likely to result in increased disturbance: no footpaths cross the fields in question and each is bordered by managed hedgerows and trees. The potential for disturbance is very limited. There will clearly need to be a contribution towards the Solent Recreation Mitigation Partnership in order to mitigate for the in-combination effects of increased recreational disturbance and I note that the applicant has agreed to this, and that Natural England have requested it also.

In terms of on-site issues, the site is relatively uninteresting but there are features of ecological value. The proposals include a 'receptor' area in the north-eastern corner of the site as well as a linear easement along its eastern boundary. It is proposed to retain the existing grassland and subject it to management suitable for reptiles (and other species). Reptiles will first be captured by hand with the aid of exclusion fencing. These measures are broadly acceptable and should result in a decent-sized area of suitable habitat.

As ever with mitigation strategies it is essential that management is carried out in accordance with the submitted details and that there is regular inspection of all works to ensure compliance. Local residents are correct in highlighting recent local development sites where ecological mitigation has been carried out in a far-from-satisfactory manner. It is imperative that the applicant and their appointed representatives take full responsibility for ensuring that all ecological mitigation measures are implemented as permitted. Given recent experiences I would expect

HBC to be particularly mindful of this.

If you are minded to grant permission, can I suggest that all ecological mitigation, compensation and enhancement measures are secured by condition. I would also suggest that progress reporting of ecological mitigation measures is also secured.

Development shall proceed in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Extended Phase1 Habitat Survey (WYG, December 2017), Wintering Bird Survey (WYG, December 2017), Bat Activity Survey (WYG, December 2017), Reptile Survey (WYG, December 2017) and Ecological Mitigation & Management Plan (WYG, December 2017) unless agreed in writing by the Local Planning Authority. Any such measures shall be implemented in accordance with the agreed details and secured in perpetuity, unless otherwise agreed in writing by the Local Planning Authority. Details of the implementation of all ecological mitigation, compensation and enhancement features shall be reported to the LPA in writing within one month of their completion. 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.

Comments on superseded plans for 161 Dwelling:-
Protected and notable species on site and within 50m (Pipistrelle, Soprano Pipistrelle, Clustered Clover, Unidentified Bat) of SINC, SSSI, Wader Brent Goose Strategy

Overall, I have no overriding concerns with this proposal in terms of its ecological impact but consider that some additional information is required on the matter of impacts to off-site areas supporting wintering bird species.

The application is accompanied by an Extended Phase1 Habitat Survey (WYG, July 2016) and Wintering Bird Survey (WYG, July 2016) which provide a useful assessment of the site's ecological constraints. The habitats within the site are not especially rich, comprising agriculturally-improved grassland with poor species-diversity with boundary and internal hedging, none of which is considered to be 'important' under the Hedgerow Regulations. Other habitat present are scrub and herbaceous vegetation.

In terms of protected species, the site supports a typical assemblage of bird species and a small number of slow-worms. No trees offering bat roosting potential were identified and the site is considered to offer moderate value bat foraging/commuting habitat.

The ecology report suggest that suitable reptile habitat will be situated in the north of the proposed site, and the submitted landscape plans do show a strip of semi-improved grassland running along the northern/western boundaries. I cannot see the proposed 0.6Ha reptile receptor area (if this is distinct from the proposed boundary buffer) on these plans, and the proposed receptor area (as per the WYG report) seems to be outside the red line boundary as per the latest landscape masterplan. Some clarification would be helpful.

I note that an updating badger survey is recommended, and I agree that this is a sensible approach.

Overwintering birds
The site features as Site H21 within the Solent Waders & Brent Goose Strategy (SWBGS) 2010 and therefore constitutes supporting habitat for birds associated with the nearby Chichester & Langstone Harbours Special Protection Area (SPA) and Ramsar site. H21 has never supported SPA birds, although the level of survey effort

deployed has not been sufficiently comprehensive to allow the site to conclusively be 'removed' from the SWBGS – the site was essentially highlighted as a potential site for use by SPA birds but surveys for the 2010 strategy did not confirm this. Wintering bird surveys have been carried out in 2013 (by Aluco Ecology) and again in 2014/15 (by WYG) with no SPA birds recorded. It would seem that additional surveys are/have been underway although no results are made available. On the basis of information submitted so far it can be reasonably concluded that the fields within this site are not currently used and may indeed be unsuitable for use altogether – given the presence of internal hedging and livestock it is highly unlikely that brent geese in particular will occur and therefore the potential would be for grassland wader species such as curlew, lapwing, oystercatcher and golden plover. I am content that given the level of survey effort deployed at this site over the years there seems minimal potential for SPA birds to occur – clearly any newly-completed surveys may amend this view.

Some fields to the south of the site are however used by SPA birds. SWBGS sites H22B, H23D and H23F situated immediately south of the application site have each supported SPA birds in the past and there is some indication from Natural England that recent records have been collected. These fields are larger than the application site and lack any internal hedging and so the presence, albeit irregular, of SPA bird species, is not surprising. Whilst it is unlikely that direct impacts would occur, given the distances between the application site and these fields, there may be an increase in recreational pressure which, if not managed, may result in impacts to SPA birds. I note that Natural England have requested some further information on the extent to which human access from the application site and into the fields to the south is already an issue. There are no formal rights of way between the two (as far as I can see) but informal access e.g. for dog-walking or just as short-cuts may occur and, consequently, become more intense post-development as 'desire-lines' become established. Some additional detail from the applicant would be useful here in order that the full potential implications of any future development can be understood. There may, depending on the proximity of development activities and the location of any birds using the fields to the south, be a need to mitigate the potential impacts of noise and visual disturbance during construction over the winter months.

Alongside any site-specific measures there will clearly need to be a contribution towards the Solent Recreation Mitigation Partnership in order to mitigate for the in-combination effects of increased recreational disturbance.

In summary, whilst I do not have any significant concerns there are several matters which require further clarification if they are to be acceptable.

Additional comments Comments in respect to scrub and reptiles still applicable, those in respect to over wintering birds now addressed.
officer note:- further clarification has been sought from the agent, who has confirmed that the existing scrub area to the north east currently providing habitat for reptiles is to be retained and an amended plan demonstrating this is to be submitted.

Countryside Access Team
Comments on amended plans for 147 Dwelling :-
awaited

Comments on superseded plans for 161 Dwelling:-
No comments received.

Royal Society for the Protection of Birds
Comments on amended plans for 147 Dwelling :-
awaited

Comments on superseded plans for 161 Dwelling:-
No comments received.

Chichester Harbour Conservancy
Comments on amended plans for 147 Dwelling :-
awaited

Comments on superseded plans for 161 Dwelling:-

objects on the grounds of:-

- Recreational disturbance to the AONB coastline, especially given that a permissive path close to the site entrance leads directly south to the Harbour shoreline;
- Infilling a recognizable gap between areas of built form, thus harming the setting of the adjacent AONB and foreground to the South Downs.
- Eroding a 'green wildlife corridor', where access for wildlife moving south from land north of the A27 is via the railway line passing under the A27;
- This in turn would weaken the stance taken to protect similar 'gap' land on the south side of the A259 and thus represents a dangerous precedent.
- That the Conservancy does not accept the approach of using private package sewerage works because their on-going future maintenance cannot be guaranteed;
- And that without adequate waste water treatment, there are real concerns that groundwater and ordinary watercourses feeding into Chichester Harbour would become polluted, harming important international, national and local nature conservation interests there.

If however, Havant Borough Council are minded to grant approval, this should be subject to a number of clauses in a suitably worded S.106 legal agreement to (a) mitigate for the impact of increased recreational disturbance to the Chichester Harbour SPA within Chichester Harbour, in accordance with the agreed protocols under the Solent Recreation Mitigation Project (SRMP) and ensuring the delivery, retention and maintenance of open spaces within the layout and, (b) ensure that the waste water pumping station/package treatment works is designed and installed to the recognized industry standard and in perpetuity maintenance is in place before any of the development is first occupied and continues to operate for the life of the development.

Community Infrastructure
Comments on amended plans for 147 Dwelling :-

In respect of the new 'CIL Additional Information Form' dated 10/01/2018, the total CIL Charge will be £1,692,548.21. This takes into consideration the uplift in indexation for the permission potentially being issued in 2018. This comprises two elements:

Market Housing 9,389sqm £1,265,838.39

Social Housing 3,165sqm £426,709.82

We will be in a position to grant mandatory social housing relief on receipt of CIL Form 2 in accordance with the CIL Regulations.

We have also reviewed the most recent iteration of the draft S106 and have no amendments to suggest.

Comments on superseded plans for 161 Dwelling:-

The CIL liability for this site currently stands at £1,232,225.45 based on the figures set

out in CIL Additional Information form. This is net of Mandatory Social Housing Relief. This relief can only be granted subject to the CIL Regulations on receipt of CIL Form 2.
Subject to other statutory consultee responses we would expect the S106 to include (amongst any other site specific obligations necessary):

1. Affordable Housing
2. Monitoring Fees
3. Management Company
4. Management Plan
5. Open Space? – on site play should be provided by the developer and arrangements for maintenance incorporated in the Management Plan
6. SRMP currently £181 (indexed) per dwelling, (161 X £181 = £29,141)
7. SUDS
8. Employment and Skills Plan
9. Education (HCC)
10. Travel Plan (HCC)
11. Highway Works (HCC)
12. Site Specific Transport Improvements (HCC)

6 Community Involvement

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

Number of neighbour notification letters sent: 109

Number of site notices: six

Statutory advertisement: yes.

Neighbours were re-notified of the amended proposal for 147 dwellings and further site notices displayed.

Number of representations received: 72 including the Emsworth's Residents Association and the Warblington and Denvilles Residents Association, plus a Petition with 35 signatures objecting on the grounds that the Infrastructure is inadequate and not a feasible or environmentally friendly proposal.

7 of the representations are in response to the latest amended plans for 147 dwellings which in addition to the points raised in respect to the plans for 161 dwellings raise the following:-

- Once the Council have agreed a proposal it should not be changed without publicly scrutiny and voted on. It should be treated like a new application with all that involves. **(officer note-** the application has been republished and consultees re-consulted)
- Increase in traffic - currently experience grid lock. **(officer note-** Highway proposals are unchanged- See section 7)
- Selangor Avenue and Victoria Road used as a Rat Run often by speeding cars. **(officer note-** See section 7)
- On street parking currently blocks drives and the road, and this will get worse with new

housing and school expansion. **(officer note-** See section 7)

- Drainage ditch in currently not cleared. **(officer note-** a drainage condition is recommended)
- Potential for further land adjacent 95 and 97 to come forward adding to existing problems. **(officer note-** Not the subject of this application))
- Serious concern about the impact of the proposed double set of lights for both the development exit and the pedestrian crossing **(officer note-** See section 7)
- Problems viewing documents on line hence period for comment inadequate. **(officer note-** period for comment increased)
- Walkway exit onto Selangor Avenue on dangerous corner will result in further accidents and noise nuisance. **(officer note-** this is as previously proposed)
- The Amended Wintering Birds Survey Report appears to be based on 8 year old data, when current data is freely available. It would therefore appear that much of the analysis and conclusions of the document is inaccurate. **(officer note-** see response of County Ecologist)
- Question the delivery of net benefit to the Environment. **(officer note-** see response of County Ecologist)
- WYG plan should be referred to Natural England, Hampshire Wildlife Trust and specialist groups such as the RSPB **(officer note-** See section 6)
- The Ecological measures should be over seen by Havant BC **(officer note-** conditions as advised by the Ecologist recommended)
- A resident's panel should be set up for the construction phase with representation in the management company post construction. **(officer note** an informative to cover this is recommended).
- Note that affordable housing units have been reduced
- Recent developments have not reduced homelessness nor made housing affordable.
- Brown field sites should be built on first
- question the need for the housing.
- Overcrowding in Emsworth, and the quality of life for a middle-class village will be lost.

Principle of development

- Previously identified together with lands to the south as a gap between Havant and Emsworth and not recommended for development. Premature should be withdrawn until the strategic site SG3 is completed.
- It takes out an important part of the Emsworth / Denvilles Gap and erodes the historic division between two developed areas resulting in a loss of identities for existing communities
- There is not the infrastructure, existing or planned, to support a further 500 plus residents

- Site could also be of historical and archaeological importance but not known as it's never been surveyed.
- Goes against key guiding principles for green infrastructure, and important goals of connectivity and multi-functionality to create a robust network of green spaces to address identified deficits and need
- A slow but steady erosion of any significant green space between Emsworth and surrounding villages namely Southbourne, Westbourne, Denvilles and Havant. Ultimately these villages will lose their identity and will become a single mismatched urban area lacking cohesion, structure or sense of community, who locally will benefit?
- Previously identified together with lands to the south as a gap between Havant and Emsworth and not recommended for development. Premature should be withdrawn until the strategic site SG3 is completed.
- The local plan Housing Statement is not part of the statutory development plan at this stage. It ought not to be used for development management decisions ahead of the adoption of a revised local plan. The proposal is contrary to current adopted policies at this time. It is also contrary to the Council's stated policy not to allow piecemeal developments or the infilling of a recognisable gap between areas of built form, thus harming the setting of the adjacent AONB which would weaken the stance taken to protect similar Gap land on the south side of the A259 and thus represents a dangerous precedent. The only local amenities are far from the projected site which is at risk of degenerating into a rural slum.

Highway issues

- Traffic density on the A259 is at congestion point during rush hours and increasing, and traffic from side roads has difficulty getting out raising concerns regarding safety
- Selangor Avenue is often used as a "rat run" now with cars driving at speeds in excess of 30 mph and further congestion on the A259 will only increase this causing bottle necks at the Victoria Road end.
- Public transport is inadequate. Parking at Havant and Emsworth railway station is also very limited and no parking is available at Warblington station
- Travel plan unrealistic without a reliable and affordable public transport system you will not encourage people away from their cars
- A new junction onto the A27 is required and this development should not proceed until this is provided.
- Car parking in Emsworth is already limited and road systems around Havant, the next closest shopping area, are also grid locked for a good proportion of the day
- Traffic will queue back to the A27 roundabout causing grid lock
- The modelling (including traffic lights) with vehicles backing up to the A27 roundabout does not take into account larger vehicles such as buses which will cause added congestion.
- The survey sites are too far from the development and more local ones should be used such as Havant Road junctions during peak times with Selangor Avenue, Nore Farm Avenue, Park Crescent, Barn Close and Record Road, which are closer and would give a far better waiting time assessment.
- The A259 is also used to carry traffic when accidents close the A27
- Inadequate onsite parking
- The volume of cars and commercial vehicles leaving/joining the A27/A259 is already way beyond the amount which was at first visualised.
- The dangerous and very busy Emsworth roundabout manages to cut the town almost through the middle and therefore conflicts with the idea of a cohesive area
- Emsworth Primary School have many concerns with the speed and amount of cars utilising Selangor Avenue on a daily basis and are appealing for alternative arrangements re traffic calming measures
- Emergency services will struggle to attend many incidents on either road due to the amount of vehicles 'held up' in both directions

- Access to the site should be via Selangor Avenue, to minimise congestion on Havant Road

Comment:- On the matter of modelling and larger vehicles, the modelling is based on a standard unit measurement which includes allowance for vehicles of different sizes including lorries and buses. In terms of the site survey this reflects the fact that the majority of the traffic from the site would head in a westerly direction towards the junction with the A27.

Drainage and Flooding Issues

- Havant Borough Council must be certain that the local drainage system will be able to handle the proposed housing on this site.
- Exacerbate existing drainage problems. Site prone to surface water flooding and this is only going to get worse with climate change putting other properties at risk
- Existing foul sewerage system is already at capacity with residents experiencing flooding
- Who is going to compensate households who are flooded again when natural drainage is reduced due to the extra housing proposed.
- The development of Strategic Site 2 to the north of the Selangor site, and which contains a significant network of water courses needs to be factored in.
- The localised SuDS scheme proposed on-site is not coordinated with neighbouring SuDS proposals especially those proposed on Strategic Site 2. As such development of Selangor may prejudice the potential for the satisfactory development of the larger area, and lead to increased risk of flooding in Emsworth.

In recent years frequent flood events, (affecting Selangor Avenue, Victoria Road, North Street and Bridge Road), have been caused by a combination of fluvial and high tides, and led to Emsworth being identified as a priority area by the Environmental Agency

- The revised plan does not provide an environmentally sensitive plan for ground and flood water: the site is made up of alluvial (shallow sandy clay) soil with seasonable chalk streams.
- SuDS can lead to poorer water quality downstream (with increased nitrate & 'diffuse pollution' levels through altering the natural hydrological cycle), and this in turn will impact negatively on the water in Chichester/Langstone Harbours
- The real effectiveness of the last local flood prevention work has not been properly tested with relatively less continuous torrential rain than a couple of years ago. The existing infrastructure is likely to be proved inadequate
- Concern regarding the maintenance of the private sewage package and potential for pollution to water courses feeding into Chichester Harbour

Impact on Ecology and Natural Features

- object to more loss of valuable wildlife habitats and open spaces.
- adverse impact on the Chichester Harbour Area of Outstanding Natural Beauty, due to removal of the "green corridor" linking north- south
- Development of the site will see the loss of a significant number of established trees and hedgerows which will not be replaced within the new development
- small area of green is worth saving it helps with the pollution from the Chichester bypass
- The green areas are not adequate to mitigate or enhance loss of wildlife habitat
- The green areas are not connected to other development and the proposal fails Havant's rich biodiversity, leaving vulnerable species in isolated, and therefore unviable.
- The impact of the loss of the bulk of 3 on-site existing hedgerows and mature trees needs assessing. Extensive addition of native fruiting hedgerow planting should be made both on site and on the perimeter boundary if more of the existing hedgerows can't be retained, and enhanced.
- No provision for reduction of light and noise pollution on this small site has been included to mitigate disturbance to existing residents or wildlife
- Impact on Chichester Harbour; i.e. the "quality" of the AONB/Ramsar/SAC, not merely, as suggested in the application, on its setting

- The green areas proposed are too close to residential areas or human traffic for wildlife to thrive
- Needs to be considered in line with the Havant Biodiversity Action Plan prepared by Hampshire Wildlife Trust and published by Havant Council in 2011

Residential Amenity

- Does not secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings as set out in the NPPF.
- 2 storey houses in a predominately single storey area why not bungalows, will there be a fence to provide separation.
- We appreciate that HBC need to build more housing, but we think that you should also consider those in the Borough their quality of life and privacy.
- Trim Trail is poorly thought through, and unlikely to meet the needs of separate user groups and should be replaced with open spaces specifically targeted to the needs of various demographic groups
- The width of the proposed streets in the plan and limited number of visitor parking spaces suggest there will be an overspill of parking into Selangor Avenue.
- The proposed density, height, mass and scale of this development is also considered inappropriate.
- Overlooking and possible loss of light should be examined

General Design and Layout Issues

- Excessive density out of keeping with neighbouring bungalows.
- The affordable housing is in the least attractive areas adjacent to the A27 creating a ghetto of affordable housing for families who have no choice. We should be creating balanced and sustainable communities.
- Overdevelopment, out of character and with little public space and poor privacy
- Isolated development which does not integrate with the existing pattern of development
- Design average and unimaginative

Other Issues/comments

- Would make an excellent location for a solar farm to help provide some renewable energy capacity to provide electricity to the hundreds of new houses planned or in progress.
- Services like GP and schools are already overwhelmed. This will be detrimental to the way of life in Emsworth
- Serious consideration should be given to replacing the lost hedge and inclusion of allotments
- Building so close to such an important gas pipeline with all the provisos for care, even if properly adhered to, gives rise to serious concern for the safety of neighbouring properties as well as the disruption of supply if damage is caused. The original plan was to move the pipeline; why is this not being done
- The Borough Council have a duty of care for public safety, but have made no reference to the way in which their officers will monitor actions around this Hazard Pipeline.

7 Planning Considerations

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

(i) Principle of development
(ii) Nature of Development
(iii) Impact on the Character and Appearance of the area

(iv) Residential and Neighbouring Amenity
(v) Access and Highway Implications
(vi) Flooding and Drainage
(vii) The Effect of Development on Ecology
(viii) Impact on Trees
(ix) Community Infrastructure Levy (CIL), Contribution Requirements and legal agreement

(i) Principle of development

7.2 The National Planning Policy Framework (NPPF) was adopted by National Government on the 27th March 2012, replacing all previous National Policy Documents, including all Planning Policy Statements and Planning Policy Guidance Notes. The primary objective of the NPPF is to increase delivery of sustainable growth and development. It is about delivering growth that is not to the detriment of future generations. This positive growth should perform an economic, social and environmental role and should be allowed to go ahead, without delay. The NPPF requires local development plans to take local circumstances into account and meet the objectively assessed development needs of an area.

7.3 The Council's Adopted Local Plan (Core Strategy 2011 and Allocations Plan 2014) covers the period until 2026 and continues to form the basis for determining planning applications in the Borough. However, The Core Strategy was adopted prior to the NPPF and the housing target was based on the now revoked South East Plan. National guidance sets out that it is a key requirement for the Council to prepare a Local Plan that will meet the full, objectively assessed need (OAN) for housing in its area. In response the Council has therefore adopted the Local Plan Housing Statement in December 2016 which is the first stage in a review of the Local Plan which will address the housing need for the Borough in light of the updated evidence. The Statement is in response to the high need for housing in the borough and sets out the Council's position regarding the development of greenfield sites for residential purposes, ahead of adoption of the new Local Plan. The statement relates specifically to sites which are not allocated in the adopted Local Plan, and it supports the principle of residential development on a number of urban extension sites.

7.4 A robust assessment took place of land in the Borough to inform the Local Plan Housing Statement. This showed that there was only a finite amount of available land which could be used for housing, which is not sufficient to meet the Borough's housing need. This includes a strategic site in the area between Denvilles and Emsworth, to the north of the A27 and this application site. However strategic sites such as this take a reasonably long time to appropriately plan and bring forward comprehensively with the necessary infrastructure. As a result, the strategic site will not contribute to housing supply in the short-medium term. It was necessary when assessing the land suitable for future housing delivery to consider whether any sites could contribute to housing supply in the short term, given the identified housing need and the lack of a five-year housing land supply. The application site was considered to be one which could deliver housing in the short term and did not have any constraints which could not be mitigated. The allocation of the site for housing has been carried forward in the Draft Havant Borough Local Plan 2036 which went out to consultation from the 8 Jan 2018 and 16 February 2018.

7.5 While the site lies outside the urban area, as defined by policy AL2 of the Havant Borough Local Plan (Allocations) and Policy CS17 (Core Strategy) it is nonetheless one of the sites identified for early release (Site Reference UE02b on Table 2) in the Local Plan Housing Statement, and the Draft Local Plan 2036. The undeveloped gap between Emsworth/Havant would be reduced by the development proposals, but the scheme has been submitted in response to the inclusion of the site within the Council's Draft Local Plan Housing Statement, which includes sites favoured by the Council to deliver the borough's future housing needs. The Local Plan Housing Statement identifies the

capacity of the sites as 154 units. This proposal reduces this number, but the Housing Statement yields are indicative only, and subject to satisfactorily meeting all other policy and material considerations a slightly lower number of units is acceptable in principle.

7.6 The Local Plan Housing Statement Guiding Principle 4 states:

The principle of residential development on Table 2 sites will be considered favourably in order to contribute towards the objectively assessed housing need and to significantly boost housing supply in the Borough. This material consideration means that there is sufficient weight to justify a departure from Policies CS17 and AL2. Proposals coming forward for Table 2 sites will be expected to continue to meet the remaining requirements of the Adopted Local Plan. Such sites will only be agreed in principle if accompanied by an Infrastructure Delivery Statement, produced as agreed by and in collaboration with the Local Planning Authority.

7.7 An Infrastructure Delivery Statement (IDS) in the format suggested in the Council's guidance has been submitted to cover the topics suggested in the Council's IDS guidance and to draw on comments from the local community regarding infrastructure pressures. Specialist reports have been submitted to identify the specific measures to address the development impacts, such as flooding, and highways, and these matters are considered further on in this report.

(ii) Nature of Development

7.8 The current application is for full planning permission with a single vehicular access off Havant Road and a pedestrian/cycle route onto Selangor Avenue. In respect to the residential floorspace and proposed density 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

7.9 The application seeks 147 No. dwellings which equates to approximately 23.6 dwellings per hectare(dph). 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'.*

7.10 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 a 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.

7.11 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'

7.12 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 low density development, the proposed density 23.6 dph is considered to be an appropriate density given the context of the site on the edge of the Emsworth settlement and site constraints such as the gas main, proximity to the A27, and drainage requirements.

The Mix of Dwelling Sizes and Tenures

7.13 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 one and two bedroom flats to terraces and larger detached houses. In this case, the proposal comprises a mix of detached, semi-detached and short terrace family dwellings and two bedroomed flats. This is considered to be an acceptable mix for the site. 30% of the units (i.e. 44 units, comprising 33 x 2 bed and 11 x 3 bed) would be affordable in accordance with policy CS9. Whilst the majority of these are located along the northern boundary with the A27 interspaced with market housing, a number are located at the entrance to the proposed development, and in terms of building form they are consistent with the development in general, and on the whole considered to be acceptably integrated.

The Design and Layout of the Development

7.14 The proposal is for a cull-de-sac form of development of traditional character and the layout for the scheme has been informed by the position of the site in relation to the topography, gas main, trees, hedges and boundary screening and the nature and form of existing surrounding development. Detailed negotiations have taken place with the applicants in order to improve the urban design qualities of the submitted scheme, with particular regard to the character of the site layout in respect to 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 number of 3 storey flat blocks has been reduced and the proposed character of development comprises mainly 2 storey housing, and small three storey blocks of flats, punctuated by pockets of open space. Gardens sizes would comply with the supplementary planning guidance and parking which complies with the adopted standards, would be provided on curtilage or in small parking courts so as not to be over dominate. Landscaping would include native open space trees, decorative street trees and hedging to front gardens to mitigate for the loss of tree and hedge planting, and an existing area of scrub to the north west of the site would be retained undisturbed as a reptile receptor area. A footpath link is provided to Selangor Avenue providing connectivity to the adjacent neighbourhoods.

(iii) <u>Impact on the Character and appearance of the area</u>

7.15 The site currently is enclosed by existing development, and mature planting limited views from the immediate area, however, the site in association with land to the north and south forms part of a green lung that projects down to the coast. From the A27 existing tree planting provides screening. Open space would be located on the Havant Road frontage, together with a circular green walkway along the site boundaries. In addition, open space

would be provided within the site and at the north eastern ends, which will form a landscape setting for the development. The boundary vegetation will be retained and protected to enhance existing habitats with infill indigenous planting to increase structure and biodiversity. Large native structure trees will be planted within the wildflower and grassland areas of the open spaces to increase habitats for wildlife and enhance visual interest. Additional planting within these areas will also consist of native species. Occasional spring and autumn bulbs will provide seasonal interest within the grassed areas and at the entrance to the site. The proposal comprises, 2, 2 and a half and 3 storey development with that closest to Havant Road and Selangor Avenue not exceeding 2 stories. The form of development is considered to have regard to the site context and not adversely impact the character and appearance of the area, and integration with the existing community would be assisted by the pedestrian/cycle route on Selangor Avenue which would also facilitate non-car access to the Primary school.

(iv) Residential and Neighbouring Amenity

7.16 The site is bounded to the east and west by existing housing. The submitted plans show that the proposed houses will have a minimum of 10m rear garden depths, and first floor window to window distances with existing dwellings is 30m or greater and would substantially exceed the 20m minimum set out in the Council's Design Guidance, and this relationship is considered to be acceptable. Although the scheme will increase the housing density of the locality, it is within the low density range and accords with both local plan policies and the guidance within the NPPF. The site lies in proximity to the A27 and noise assessment and air quality assessments have been submitted, which have been assessed by the Environmental Health team who are satisfied that subject to conditions a satisfactory environment for future residents can be achieved. Additionally, informatives will be required to address the impact of construction development on existing residents. The impacts of traffic associated with the proposed dwellings are included in the assessment below.

(v) Access and Highway Implications

7.17 The application is supported by a Transport Assessment (TA) which has analysed the highways aspects of the proposed development. The TA undertook junction capacity assessments of five junctions, as follows:-

- Proposed Site Access
- Southleigh Road/ Emsworth Road Junction
- Victoria Road/ North Street Junction
- Emsworth Roundabout;
- Havant Road/ A27 Slip Road/ church Lane Roundabout and Emsworth Road/ Havant Road/A27 Slip Road Roundabout (A27 linked roundabouts)

Additionally, the TA modelled a number of scenarios for the period up to 2026 including with development and mitigation scenarios.

7.18 Detailed surveys have been undertaken at key roads, junctions and roundabouts identified through discussions with both the Local Highway Authority and Highways England in the vicinity of the site. These highlight that the majority of traffic will turn right out of the site to travel towards the A27 in the AM Peak period (with the majority of traffic turning left into the site in the PM Peak period), and therefore the village of Emsworth will experience a smaller proportion of development traffic. Detailed analysis using industry standard software has been undertaken of different ‘site access proposals, and through discussions with the Local Highway Authority it has been identified that the most appropriate form of access would be via a signalized junction arrangement. The proposed access would support large vehicles including delivery and service vehicles entering and exiting the site and would be built to adoptable standards. The signalised junction arrangement has been designed to include the existing on-road physical cycle

infrastructure, with separate cycle lanes incorporated into the design. In addition, a pedestrian/ cycle crossing at both the site access and on Havant Road is incorporated. A separate pedestrian/ cycle/emergency access is proposed onto Selangor Avenue to the east of the site. This will measure 3m in width and will be supported by bollards and appropriate signage.

7.19 As originally proposed the access was for a simple priority junction onto Havant Road, however, following concerns from the Highway Authority a signalised junction is now proposed, as it will provide a safer means of access. The anticipated queue lengths would be controlled by the use of a 120 second cycle time, and should not exceed 150m (in the 2026 PM Peak) which is within the 370m of the proposed access from the A27 roundabout, and therefore should not adversely impact that roundabout. As such the proposal is not considered to result in detriment to users of the highway, and the impact the NPPF test of not resulting in serve cumulative impact would be satisfied.

7..20 Parking provision is provided by garages, to the front of the dwellings and within parking courts and numerically accords with the adopted standards and a number of visitor spaces are proposed throughout the site. Where provided, parking courts have been designed to be well overlooked by placing them alongside the apartment blocks or within view of neighbouring properties.

7.21 The public areas not to be adopted will be maintained by a management company for this site and this will need to form part of a legal agreement including rights for public access.

7.22 HCC Highways have confirmed that subject to conditions and S106 obligations, the highway considerations are addressed.

(vi) Flooding and Drainage

7.23 The Environment Agency Flood Risk Map shows the development site is located in Flood Zone 1. Whilst development is considered appropriate for Flood Zone 1, in accordance with the Technical Guidance in the NPPF, a Flood Risk Assessment has been submitted together with a drainage strategy. The Technical Guidance states that developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage systems. Although there is a potential risk of groundwater flooding due to the shallow winter ground water levels this would be mitigated by raising road levels and finished floor levels within the southern (low) part of the site. The application incorporates a sustainable drainage system which will store the volume of a 100 year return period storm plus 40% allowance for climate change. The drainage proposals have undergone a significant redesign in response to comments regarding the likely range of seasonal groundwater levels, and concerns expressed about flooding down-hydraulic-gradient of the site, and the capacity of public systems downstream of the site. The revised scheme appears to take full account of available information, and is now largely reliant upon storage & controlled release. A substantial buffer tank proposed, discharging by rising main (only), which would permit a broad degree of (adaptable) control over downstream discharge rates to the public system. Infiltration is retained where groundwater levels allow, and permeable parking / feeder road surfaces provide a good degree of pollutant interception. Where permeable surfaces are not feasible, roadway runoff is to be to swale or filter trench drain to provide a similar degree of interception.

7.24 There is no positive drainage on the pastureland which currently drains partially to ground and partially via run off to surrounding land to the south and east. At times of heavy rain where the natural attenuation within the top soil is exceeded the resulting runoff is a concern to neighbouring properties in Selangor Avenue. There have been

reported incidents of flooding in Selangor Avenue, however, the completion of the Nore Farm Stream Flood Alleviation Scheme in February 2016 has increased the standard of protection against flooding for the dwellings along Selangor Avenue, reducing the risk of flooding from 20% annual probability (1 in 5 year) to 1.4% annual probability (1 in 70 year) plus climate change. The scheme has created a Flood Water Storage Area within nearby arable land to the north of the A27. The size of the culvert that runs beneath the A27 has been reduced to prevent large volumes of fast-flowing water passing through. The Nore Farm flood alleviation scheme has been designed to reduce the flood risk to the affected area to the east of this site.

7.25 There have been previous issues with foul water flooding affecting the local area and the applicant has been working with Southern Water to assess the capacity of the existing foul sewerage network and establish an appropriate point of discharge for the new foul drainage. There is no existing foul water discharge or drainage infrastructure on site. Foul water drainage from the proposed development will be drained to an adoptable foul water pumping station situated at the southern border of the site adjacent to the highway access. The pumping station will connect into the existing foul drainage network in Havant Road via a rising main. Southern Water have confirmed that additional infrastructure is required in order for the existing sewer system to accommodate the proposed foul flows. This is required as the inadequacy of the existing system, which is already at (or over) capacity, will not be rectified in time to allow for the additional flows. A Section 98 sewer requisition is being progressed by the Applicant to implement a proposed sewer improvement to the local area in order to provide storage for foul flows which exceed those that the existing infrastructure can cope with, and which therefore have the potential to cause downstream flooding. This will be achieved by installing foul water attenuation within the proposed development site land adjacent to Havant Road for flows in the existing Havant Road sewer. The design and installation of the Section 98 works will be carried out by Southern Water but paid for by the Applicant.

7.26 The amended plans are supported by additional drainage reports and relevant statutory Authorities have confirmed that the proposal is now acceptable.

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

7.27 The application is accompanied by an amended Extended Phase1 Habitat Survey (WYG, July 2017) and Wintering Bird Survey (WYG, December 2017) Bat Activity Survey (WYG, December 2017), Reptile Survey (WYG, December 2017) and an amended Ecological Mitigation & Management Plan (WYG, December 2017).which provide an assessment of the site's ecological constraints. The habitats within the site are not especially rich, comprising agriculturally-improved grassland with poor species-diversity with boundary and internal hedging, none of which is considered to be 'important' under the Hedgerow Regulations. Other habitat present are scrub and herbaceous vegetation.

7.28 In terms of protected species, the site supports a typical assemblage of bird species and a small number of slow-worms. No trees offering bat roosting potential were identified and the site is considered to offer moderate value bat foraging/commuting habitat. The ecology report suggests that suitable reptile habitat can be provided in the north of the proposed site, and the submitted landscape plans do show a strip of semi-improved grassland running along the northern/western boundaries.

7.29 On the issue of impacts to off-site important wintering bird sites, the Solent Waders & Brent Goose Strategy (SWBGS) is currently undergoing revision, with site classification being completely reworked to move away from a binary 'Important/No Recorded Use' and towards a situation more reflective of a site's value to the overall network of SWBGS sites across the Solent. Whilst the application site itself is not considered to be of value to wintering birds (and is now effectively removed from the SWBGS), some fields to the south of the site are used by SPA birds. SWBGS sites H23B is now considered to be

Low Use, H22B and H23F are so-called Secondary Network sites and H23D is a Primary Network site.

7.30 The revised SWBGS is not yet published but LPA ecologists and Natural England are starting to refer to it in planning consultation responses. In addition, some ecologists familiar with the local area are now aware of the upcoming changes. Havant Borough's emerging Local Plan 2036 will be fully compliant with the new SWBGS system. So, at the present time, although the SWBGS is changing, consultants will still be working within the framework of the 2010 SWBGS and therefore be reliant on 'older' site classification terminology. In this case, it does not really cause any significant issues.

7.31 The Primary and Secondary fields to the south are larger than the application site, lack any internal hedging and are situated close to the water so the presence of SPA bird species is not surprising. Whilst it is considered that direct impacts will not occur, given the distances between the application site and these fields, there may be an increase in recreational pressure which could potentially result in impacts to SPA birds. I am content that the local footpath/bridleway network, whilst potentially receiving increased footfall as a direct result of this proposal, is not situated in locations likely to result in increased disturbance: no footpaths cross the fields in question and each is bordered by managed hedgerows and trees. The potential for disturbance is very limited.

7.32 However, given the proximity of the application site to sites designated for their nature conservation interest the application has been assessed under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended) (The Habitats Regulations). The proposal would lead to a net increase in population, which would be likely to lead to a significant effect (as described in Regulation 61(1)(a) of the Habitats Regulations) on the Chichester and Langstone Harbours Special Protection Areas (SPA). Furthermore, the development is not necessary for the management of the SPA. As a result, a mitigation package is required, which can be secured through a financial contribution to the Solent Recreation Mitigation Project at a scale of £181 per dwelling (net) (plus monitoring and administration fees). Subject to this mitigation package being secured through a S106 Agreement, the level of mitigation provided is considered sufficient to remove the significant effect on the SPA which would otherwise have been likely to occur. As such, an appropriate assessment under Regulation 61 of the Habitats Regulations is not necessary.

7.33 Subject to all ecological mitigation, compensation, enhancement measures and progress reporting being secured by condition the County Ecologist and Natural England have confirmed that they are satisfied with the information submitted.

(vii) <u>Impact on Trees</u>

7.34 There are no Tree Preservation Orders in force and the site is not within a designated Conservation Area. There are substantial hedge lines and a number of trees on the boundaries of the site. The one tree of note is an off site mature Oak on the eastern boundary. The submitted Tree Report acknowledges these elements which are a material consideration and possible constraint. The Council's Arboriculturalist has advised that although extensive tree removal is required to facilitate development, the trees are all of low BS: 5837 (2012) 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 including opportunities for tree planting for specimen trees on the proposed open space. In response to the comments from the Landscape Architect an amended landscape plan has been submitted. Subject strict adhered to the methodology set out in the arboricultural reports including a pre commencement site meeting there is no arboricultural objection.

7.35 Ecology is considered above, and a condition could be imposed to require suitable planting.

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

7.36 The impacts of the proposed development on key infrastructure have been assessed and an Infrastructure Delivery Statement submitted in accordance with guiding Principle 4 of the Local Plan Housing Statement. 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 in para. 7.37.

7.37 The CIL liability for this site currently stands at £1,692,548.21 based on the figures set out in CIL Additional Information form. This is net of Mandatory Social Housing Relief. This relief can only be granted subject to the CIL Regulations on receipt of CIL Form2. Additionally, a S106 will be required in respect to the following matters:-

1. Affordable Housing
2. Payment of a Travel Plan Bond, Monitoring Fee and Approval Fee
3. S106 monitoring fee
4. Management and maintenance plan for the lifetime of the development for all unadopted/communal areas including roads, openspace, playarea and SUDs and bond.
5. A contribution in relation to traffic management if required
6. Solent Recreation Management Plan contribution currently £181 (indexed) per dwelling
7. SUDS bond
8. Employment and Skills Plan
9. Education (HCC) contribution
10. Travel Plan (HCC)
11. Highway Works (HCC) including a contribution of £82,000 to traffic calming works.
12. Site Specific Transport Improvements (HCC)

8 Conclusion

8.1 The development is not identified as an allocated housing in the adopted Local Plan but it has been identified as a housing extension site in the adopted Local Plan Housing Statement and as an allocation in the Draft Local Plan 2036. The existing Local Plan does not meet the Objectively Assessed Housing Need, this is a compelling material consideration which indicates that a decision could be taken that departs from the local plan. In terms of whether the development would constitute sustainable development the submitted plans provide for a satisfactory form of development which achieves an acceptable impact on the character and appearance of the area, and the amenities of neighbouring properties. Ecological and Technical requirements such as highway considerations have been addressed and the Lead Local Flood Authority has indicated that the drainage strategy is acceptable.

8.2 In summary, the proposed development is considered to comply with the Housing Statement, the Borough Design Guide and the NPPF. It would boost the supply of much needed housing in a sustainable manner. As such the recommendation is for permission subject to a Section 106 Agreement and planning conditions.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00774

subject to:-

(A) A Section 106 Agreement as set out in paragraph 7.37

(B) the following conditions

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

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

Planning

Application Form

Letter to HBC 10th January 2018

Infrastructure Delivery Statement March 2017

CIL Additional Information Form

CIL Assumption of Liability Form

Planning Design & Access Statement January 2018

Affordable Housing Statement February 2018

Statement of Community Involvement July 2017

Architect's Plans

Building for Life 12 Assessment

Topographical Survey

Planning Layout CB_15_105_001

Housing Mix Plan CB_15_105_003

Affordable Housing Plan CB_15_105_004

Building Heights CB-15_105_005

Parking Strategy Plan CB-15_105_006

Bin & Cycle Storage Plan CB-15_105_007

External Finishes CB_15_105_008

External Enclosures CB_15_105_009

Location Plan 18-2059-109

Constraints and Opportunities 18-2059-900 Rev A

2BFA & 2BFB Elevations CB-15_105_FA_FB_E01

2BFA & 2BFB Elevations CB-15_105_FA_FB_E02

2BFA & 2BFB Elevations Floor Plans CB-15_105_FA_FB_P01

2BFA & 2BFB Elevations Floor Plans CB-15_105_FA_FB_P02

2BFA & 2BFB Elevations Floor Plans CB-15_105_FA_FB_P03

3BHA (ESKDALE SPECIAL) CB_15_105_3BHA_E01

3BHA (ESKDALE SPECIAL) CB_15_105_3BHA_P01

ALVERTON Elevations CB-15_105_AV-E01

ALVERTON Elevations CB-15_105_AV-E02

ALVERTON Elevations CB-15_105_AV-E03

ALVERTON Floor Plans CB-15_105_AV-P01

ALVERTON Floor Plans CB-15_105_AV-P02

ALVERTON Floor Plans CB-15_105_AV-P03

AMBERSHAM & MALDON Elevations and Floor Plans CB_15_105_AM_ML_E01

AMBERSHAM & MALDON Elevations and Floor Plans CB_15_105_AM_ML_E02

AMBERSHAM & MALDON Elevations and Floor Plans CB_15_105_AM_ML_P01

AMBERSHAM & MALDON Elevations and Floor Plans CB_15_105_AM_ML_P02

AMBERSHAM & MALDON Elevations and Floor Plans CB_15_105_AM_ML_P03MAIDSTONE ELEVATIONS CB_15_105_MA_E01

MAIDSTONE ELEVATIONS CB_15_105_MA_E02

MAIDSTONE ELEVATIONS CB_15_105_MA_E03

MAIDSTONE ELEVATIONS CB_15_105_MA_E04

MAIDSTONE ELEVATIONS CB_15_105_MA_E05

MAIDSTONE ELEVATIONS CB_15_105_MA_E06

MAIDSTONE FLOOR PLANS CB_15_105_MA_P01

MAIDSTONE FLOOR PLANS CB_15_105_MA_P02

MAIDSTONE FLOOR PLANS CB_15_105_MA_P03

MAIDSTONE FLOOR PLANS CB_15_105_MA_P04

MAIDSTONE FLOOR PLANS CB_15_105_MA_P05

MAIDSTONE FLOOR PLANS CB_15_105_MA_P06

ENNERDALE ELEVATIONS (STARTER HOMES) CB_15_105_EN_E01

ENNERDALE FLOOR PLANS (STARTER HOMES) CB_15_105_EN_P01

ENNERDALE ELEVATIONS CB_15_105_EN_E01

ENNERDALE ELEVATIONS CB_15_105_EN_E02

ENNERDALE ELEVATIONS CB_15_105_EN_E03

ENNERDALE ELEVATIONS CB_15_105_EN_E04

ENNERDALE FLOOR PLANS CB_15_105_EN_P01

ENNERDALE FLOOR PLANS CB_15_105_EN_P02

FOLKSTONE ELEVATIONS CB_15_105_FO_E01

FOLKSTONE ELEVATIONS CB_15_105_FO_E02

FOLKSTONE FLOOR PLANS CB_15_105_FO_E01

FOLKSTONE FLOOR PLANS CB_15_105_FO_E02

Garages, Elevations and Floor Plan CB_15_105_GAR_E01

Garages, Elevations and Floor Plan CB_15_105_GAR_E02

Garages, Elevations and Floor Plan CB_15_105_GAR_E03

Garages, Elevations and Floor Plan CB_15_105_GAR_E04

Sub Station Elevations & Floor Plans CB_15_105_SUB_E01

Bin & Cycle Store Elevations and Floor Plan CB_15_105_BIN_CYC_E01

RADLEIGH ELEVATIONS CB_15_105_RA_E01

RADLEIGH ELEVATIONS CB_15_105_RA_E02

RADLEIGH FLOOR PLANS CB_15_105_RA_P01

RICHMOND ELEVATIONS CB_15_105_RI_E01

RICHMOND ELEVATIONS CB_15_105_RI_E02

RICHMOND FLOOR PLANS CB_15_105_RI_P01

RICHMOND FLOOR PLANS CB_15_105_RI_P02

ROSEBERRY ELEVATIONS (STARTER HOMES) CB_15_105_RO_E01

ROSEBERRY ELEVATIONS (STARTER HOMES) CB_15_105_RO_E02

ROSEBERRY ELEVATIONS (STARTER HOMES) CB_15_105_RO_E03

ROSEBERRY FLOOR PLANS (STARTER HOMES) CB_15_105_RO_P01

ROSEBERRY FLOOR PLANS (STARTER HOMES) CB_15_105_RO_P02

ROSEBERRY FLOOR PLANS (STARTER HOMES) CB_15_105_RO_P03

ROSEBERRY ELEVATIONS CB_15_105_RO_E01

ROSEBERRY ELEVATIONS CB_15_105_RO_E02

ROSEBERRY ELEVATIONS CB_15_105_RO_E03

ROSEBERRY FLOOR PLANS CB_15_105_RO_P01

ROSEBERRY FLOOR PLANS CB_15_105_RO_P02

ROSEBERRY FLOOR PLANS CB_15_105_RO_P03

STREET SCENES CB_15_105_SS_01

STREET SCENES CB_15_105_SS_02

STREET SCENES CB_15_105_SS_03

STREET SCENES CB_15_105_SS_04

STREET SCENES CB_15_105_SS_05

STREET SCENES CB_15_105_SS_06

STREET SCENES CB_15_105_SS_07

STREET SCENES CB_15_105_SS_08

STREET SCENES CB_15_105_SS_09

STREET SCENES CB_15_105_SS_10

TYPE 51 ELEVATIONS CB_15_105_T51_E01

TYPE 51 ELEVATIONS CB_15_105_T51_E02

TYPE 51 ELEVATIONS CB_15_105_T51_E03

TYPE 51 ELEVATIONS CB_15_105_T51_E04

TYPE 51 ELEVATIONS CB_15_105_T51_E05

TYPE 51 ELEVATIONS CB_15_105_T51_E06

TYPE 51 FLOOR PLANS CB_15_105_T51_P01

TYPE 51 FLOOR PLANS CB_15_105_T51_P02

TYPE 51 FLOOR PLANS CB_15_105_T51_P03

TYPE 51 FLOOR PLANS CB_15_105_T51_P04

TYPE 51 FLOOR PLANS CB_15_105_T51_P05

TYPE 51 FLOOR PLANS CB_15_105_T51_P06

TYPE 52 ELEVATIONS CB_15_105_T52_E01

TYPE 52 FLOOR PLANS CB_15_105_T52_P01

TYPE 55 ELEVATIONS CB_15_105_T55_E01

TYPE 55 FLOOR PLANS CB_15_105_T55_P01

TYPE 73 ELEVATIONS CB_15_105_T73_E01

TYPE 73 ELEVATIONS CB_15_105_T73_E02

TYPE 73 ELEVATIONS CB_15_105_T73_E03

TYPE 73 FLOOR PLANS CB_15_105_T73_P01

TYPE 73 FLOOR PLANS CB_15_105_T73_P02

TYPE 73 FLOOR PLANS CB_15_105_T73_P03

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WOODCROFT ELEVATIONS CB_15_105_WO_E02

WOODCROFT FLOOR PLANS CB_15_105_WO_P01

WOODCROFT FLOOR PLANS CB_15_105_WO_P02

WOODCROFT FLOOR PLANS CB_15_105_WO_P0

Ecology

Biodiversity Checklist

Exhibition Board Notes

Ecological Mitigation and Management Plan Dec 2017

Bat Activity Survey Report Feb 2017

Wintering Bird Survey Report December 2017

Extended Phase 1 Habitat Survey 5 December 2017

Reptile Presence/Absence Survey Report 7 December 2017

Drainage

Drainage Layout Sheet 1 of 2 CLXX(52) 2001

Drainage Layout Sheet 2 of 2 CLXX(52) 2002

Drainage Strategy Indicative Details CLXX(52)2003 P2

Flood Risk Assessment 1012052-CL-RPT-001 Rev D

Landscaping

Gap Report

Landscape Visual Impact Assessment Dec 2017 BDWS20345lvia Rev D

Landscape Management and Maintenance Plan 1/03/17 BDWS20345man Rev C

Landscape Masterplan BDWS20345 10 Rev E

Landscape Proposals BDWS20345 11E Sheet 1

Landscape Proposals BDWS20345 11E Sheet 2

Landscape Proposals BDWS20345 11E Sheet 3

Landscape Proposals BDWS20345 11E Sheet 4

Landscape Proposals BDWS20345 11E Sheet 5

Landscape Proposals BDWS20345 11E Sheet 6

Landscape Proposals BDWS20345 11E Sheet 7

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Landscape Proposals BDWS20345 20F Sheet 2

Landscape Proposals BDWS20345 20F Sheet 3

Hard Landscape Proposals BDWS20345 12 Sheet 1 May 2017

Hard Landscape Proposals BDWS20345 12 Sheet 2 May 2017

Hard Landscape Proposals BDWS20345 12 Sheet 3 May 2017

Hard Landscape Proposals BDWS20345 12 Sheet 4 May 2017

Hard Landscape Proposals BDWS20345 12 Sheet 5 May 2017

Hard Landscape Proposals BDWS20345 12 Sheet 6 May 2017

Hard Landscape Proposals BDWS20345 12 Sheet 7 May 2017

Play Area Proposals BDWS20345 22

Soft Landscape Specification BDWS20345 Rev B March 2017

<u>Highways</u>

Revised Travel Plan March 2017 041.0025/TP/5

Addendum Transport Statement March 2017 041.0025/ATA/2

Amended Application Transport Note 041.0025/AATN/3

Havant Road & Church Lane A27 Roundabout Mitigation Proposals 041.0025.004 Rev F

Emsworth Road A27 Roundabout Mitigation Proposals 041.0025.005 Rev C

Havant Road Development Access Junction

Stage 1 Road Safety Audit April 2017

Havant Road Signal Junction & Pedestrian Crossing 041.0025.012 Rev A

Proposed Signal Junction Arrangement Refuse Vehicle Tracking 041.0025.009 Rev D

Updated Modelling Havant Road - Development Access v7.lsg3x

<u>Miscellaneous</u>

Noise Impact Assessment R7238-1 Rev 0 20 Dec 2017

Archaeological Desktop Assessment July 16

Air Quality Assessment July 2016

Proposed Site Layout and Levels Sheet 1 of 2 CLXX(11) 1001

Proposed Site Layout and Levels Sheet 2 of 2 CLXX(11) 1002

Arboricultural Impact Appraisal and Method Statement BDWS20345aia-amsC

Tree Report (Tree Survey and constraint advice) BDWS20345tr

External Lighting Report

Utility Service Statement 1012052-RPT-00002 Rev B

Minerals Assessment Letter Report 30/01/2017 J11145/DB/c07

Minerals Extraction Constraints Plan

Geophysical Survey Report Dec 11 LP1211L-GSR-v1.2

Updated Preliminary Desk Study & Ground Investigations Letter Report 26th July 2016 J11145/DB/c06

SGN Tree Planting Guidelines

Reason: - To ensure provision of a satisfactory development.

3 Not withstanding the submitted details no development shall take place until details of existing and finished floor and site levels relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
Reason: In the interests of amenity and having due regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

4 No development shall take place until plans and particulars specifying the following matters have been submitted to and approved in writing by the Local Planning Authority:

The provision to be made within the site for:

(i) construction traffic access
(ii) the turning of delivery vehicles
(iii) provisions for removing mud from vehicles
(iv) the contractors' vehicle parking during site clearance and construction of the development;
(v) a material storage compound during site clearance and construction of the development.

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.

5 Prior to the commencement of groundworks within areas of the site that are 'brownfield' (previously developed land & land in its immediate vicinity as set out in Geophysical Survey Report Dec 11 LP1211L-GSR-v1.2 and Updated Preliminary Desk Study & Ground Investigations Letter Report 26th July 2016 J11145/DB/c06), an assessment of the nature and extent of contamination associated with previous land use in those areas shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken by competent persons, and the findings presented as a written report.

The assessment may comprise separate reports as appropriate, but unless specifically excluded in writing by the Local Planning Authority, shall include;

1) Site investigation appropriate to both the previous & approved use of the site, to provide sufficient data and information to adequately identify & characterise any physical contamination on or affecting the site, and to inform an appropriate assessment of the risks to future occupants.

2) The results of an appropriate risk assessment based upon (1), and where unacceptable risks are identified, a Remediation Strategy that includes;
 appropriately considered remedial objectives,
 an appraisal of remedial &/or risk mitigation options, having due regard to sustainability, and;
 clearly defined proposals for mitigation of the identified risks.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the Remediation Strategy (2) are complete, to include consideration of contingency action. All elements shall be adhered to unless agreed in writing by the Local Planning Authority
Reason: Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, Contamination may be present at the site as a result of both previous land uses (&/or activities) that could pose a risk to future residential occupants.

6 Prior to the occupation of any relevant part of the permitted development, any verification report that is required in accordance with condition 5 shall be submitted to and approved in writing by the Local Planning Authority.
The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan, and must demonstrate that site remediation criteria have been met.
Where longer-term monitoring of pollutant linkages is identified as being necessary, the report shall clearly set out plans for monitoring, provision for maintenance, relevant triggers and contingency actions (a “long-term monitoring and maintenance plan”).
The long-term monitoring and maintenance plan shall be implemented as approved.
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 may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future site occupiers.

7 In the event that suspected contamination (soil, groundwater or buried waste materials) is encountered during groundwork; works in affected areas of the site shall cease until a scheme to deal with the risks associated with the suspected contamination has been submitted to and approved in writing by the Local Planning Authority.
The scheme may comprise separate reports/statements as appropriate, but unless specifically excluded in writing by the Local Planning Authority, shall include;
i) Investigation in the vicinity of suspected contamination, sufficient to characterise it's nature, likely extent & mobility,
ii) An appropriate assessment of the risks to all receptors that may be affected, based upon i), and;
iii) Where potentially unacceptable risks are identified by ii), a Remediation Strategy that includes appropriately considered remedial objectives and clearly defined proposals for achieving these, having due regard to sustainability

All assessments, works, monitoring & other actions required by i)-iii) above (and B, below) shall be undertaken by competent persons, and the scheme shall be implemented as approved.
Prior to the occupation of any relevant part of the permitted development, EITHER of the following shall be submitted to the Local Planning Authority;
A) A statement confirming that no suspected contamination was identified during development,
OR;
B) Documentation in accordance with i-iii) above; together with a Verification Report (where
appropriate) demonstrating that remediation objectives have been met.

Reason: In the interests of the amenity of the locality and having due regard to policy DM10 of the
Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

8 No dwelling hereby permitted shall be first occupied anywhere on the site until the road(s) including the emergency access serving that dwelling have been laid to at least base course.
Reason: To avoid excess soil being deposited on the existing roads and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

9 No development shall take place until the applicant has secured the implementation of a programme of archaeological assessment in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority. The assessment should take the form of trial trenches, some of which should be targeted upon the possible archaeological features identified by the geophysical survey. The remaining trenches should be spread across the site and located within the footprints of the proposed houses, garages and access roads so that any as yet unrecorded archaeological remains encountered are recognised, characterised and recorded.
Reason: To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets and having due regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

10 No development shall take place until the applicant has secured the

implementation of a programme of archaeological mitigation of impact, based on the results of the trial trenching, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority.
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 2012.

11 Following completion of archaeological fieldwork a report will 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 2012.

12 Notwithstanding the submitted plans no above ground development hereby permitted shall be commenced until further details of the soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, specie sand planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such landscaping works.
The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.
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 2012.

13 Notwithstanding the submitted details no above ground development hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.
Reason: In the interests of the amenities of the locality and having due regard to policies CS1, CS16, and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

14 No development shall take place until plans and particulars specifying the following matters have been submitted to and approved in writing by the Local Planning Authority in consultation with the Minerals Planning Authority:

i. a method for ensuring that minerals that can be viably recovered during the development operations are recovered and put to beneficial use; and

ii. a method to record the quantity of recovered mineral (re-use on site or off site)

Reason: To encourage the identified opportunity for incidental mineral extraction, prior and as part of the proposed development and having due regard to policy of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

15 No development shall take place until all trees and hedgerows that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.
Reason: To safeguard the continued health and presence of such existing vegetation and protect the amenities of the locality and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

16 No development hereby permitted shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority.
Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

17 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the building(s) 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.

18 Notwithstanding the submitted details no part of the development shall be first occupied until further details of the type, siting, design and materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls, have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.
Reason: To safeguard the amenities of the locality and or occupiers of neighbouring property and having due regard to policy CS16 of the Havant

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

19 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

20 Before first occupation, post validation testing shall be undertaken by a competent person to determine compliance with the noise impact assessment as provided by 24Acoustic (Technical report: R3173-3Rev2), dated 17 February 2017. Such testing can be achieved using sample dwellings, as per the measurement positions (as based on measurements done in 2012). This must 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.
Reason: To ensure the residential amenity of the property is 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.

21 No development shall be carried out within 3m of the high-pressure gas pipeline and no piling or boreholes within 15 without the prior written consent of the Local Planning Authority in consultation with Southern Gas.
Reason: To safeguard the amenities of the locality and or occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011and the National Planning Policy Framework.

22 No development shall take place until a scheme showing the offsite surface water drainage connection point has been submitted to and agreed in writing by the Local Planning Authority, in consultation with the Southern Water and/or the Highways Authority. No part of the development shall be occupied until the approved scheme has been implemented.
Reason: Without the provision of an appropriate surface water connection point the development cannot be appropriated mitigated and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

23 Development shall proceed in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Extended Phase1 Habitat Survey (WYG, December 2017), Wintering Bird Survey (WYG, December 2017), Bat Activity Survey (WYG, December 2017), Reptile Survey (WYG, December 2017) and Ecological Mitigation & Management Plan (WYG, December 2017) unless agreed in writing by the Local Planning Authority. Any such measures shall be implemented in accordance with the agreed details and secured in perpetuity, unless otherwise agreed in writing by the Local Planning Authority. Details of the implementation of all ecological mitigation, compensation and enhancement features shall be reported to the LPA in writing within one month of their completion.

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.

24 No development hereby permitted shall commence until an Arboricultural Implications Assessment and Method Statement including a Tree Protection Plan, in accordance with the submitted Tree Survey Report has been submitted to approved in writing by the Local Planning Authority.
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 2012.

Appendices:
(A) Location Plan
(B) Layout Plan
(C) Street Scenes
(D) Street Scenes
(E) Street Scenes
(F) Street Scenes
(G) Proposed Signal Junction Arrangement

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APPENDIX A

LOCATION PLAN

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Land north of Havant Road and west of Selangor Ave, Emsworth APP/16/00774
Objectors are marked X, Supporters are marked /. Please note not all objectors are listed on this plan
Scale: 1:2500

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HAVANT ROAD EMSWORTH
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ENNERDALE
PLOT 24
PINDSTONE
PLOT 25
WOODCROFT
PLOT 32
WOODCROFT
PLOT 31
WOODCROFT
PLOT 30
WOODCROFT
PLOT 29

FOLKSTONE
PLOT 18
ENNERDALE
PLOT 17
ENNERDALE
PLOT 8
ENNERDALE
PLOT 7

ENNERDALE
PLOT 136
FOLKSTONE
PLOT 127
FOLKSTONE
PLOT 126
FOLKSTONE
PLOT 125
FOLKSTONE
PLOT 124
ENNERDALE
PLOT 123

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APPENDIX F **STREET SCENES**

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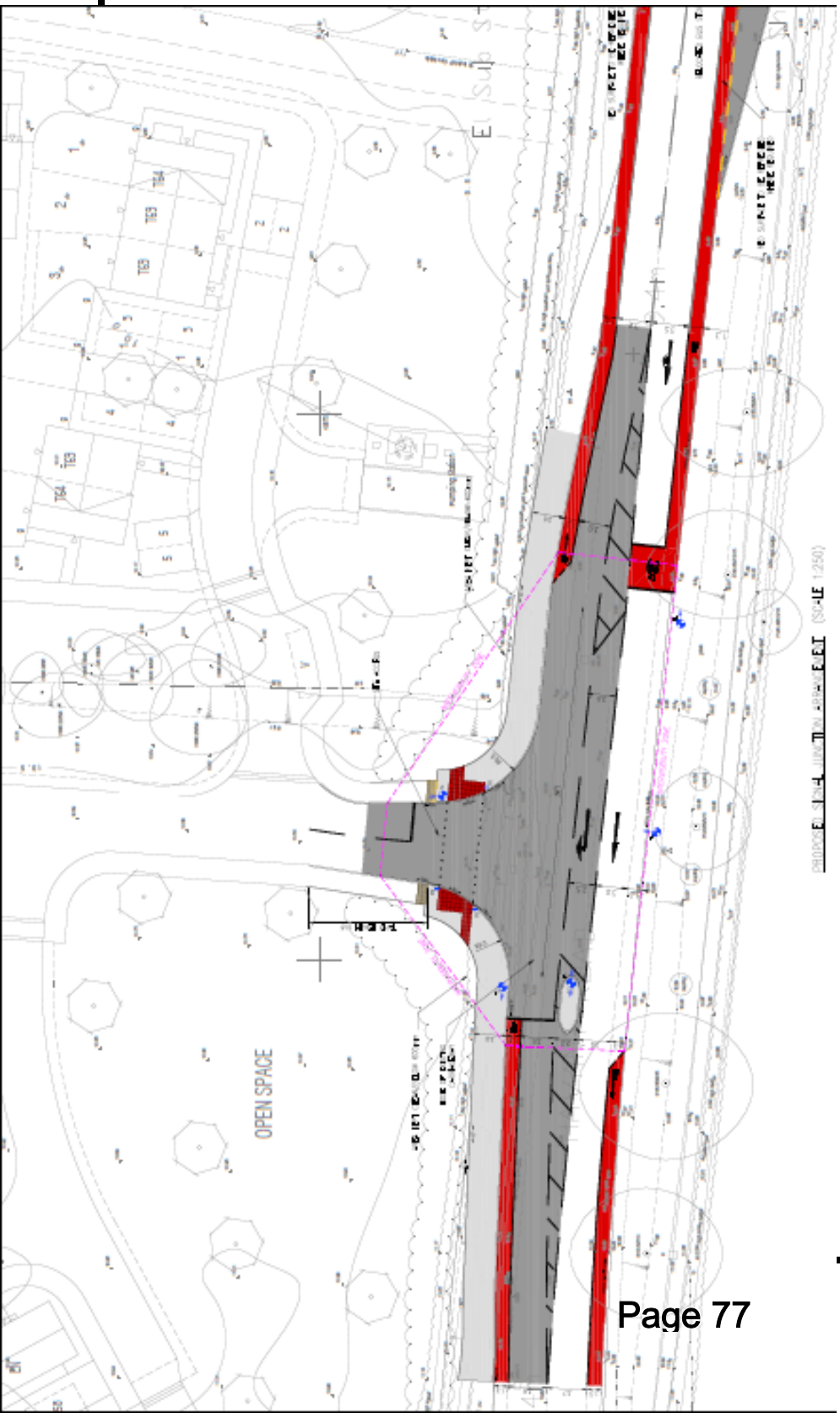
Proposed Signal Junction Arrangement

APPENDIX F



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Rota for the rotating Chairmanship for the Development Management Committee 2017/2018

- Cllr Lulu Bowerman
- Cllr Paul Buckley
- Cllr Gary Hughes
- Cllr David Keast
- Cllr Dianna Patrick
- Cllr John Perry
- Cllr Clare Satchwell

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