
Site Address:	42 Hulbert Road, Havant, PO9 3TF		
Proposal:	Construction of 4No. 3 bed dwellings following demolition of existing dwelling.		
Application No:	APP/17/01293	Expiry Date:	02/02/2018
Applicant:	Mr Budd		
Agent:	Mr R Lilley	Case Officer:	Emma Chisnall
	Lilley Architecture		
Ward:	Bedhampton		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 42 Hulbert Road is a detached bungalow situated in a generous plot of land which declines in level towards the east of the application site. To the south a detached garage is in place providing a parking space and to the front west of the dwellinghouse there is hard-surfacing present and a further provision to park two cars onsite. A modest area of lawn forms part of the front amenity space. The current curtilage is constructed of 1.5m brick wall with hedging in place and one current opening to allow access from Hulbert Road. The dwellinghouse benefits from a generous amenity space to the rear which is laid as lawn and surrounded with a curtilage boundary constructed of 1.8m timber fencing which is staggered in height. To the rear the dwellinghouse also has a constructed access to the site from Applewood Road which is separated from the highway by large timber gates.
- 1.2 A brook runs to the north east of the site within the neighbouring dwellings land and exists near the Applewood Road access. A mature tree is present in the rear amenity space of the neighbouring dwelling No 44.
- 1.3 The locality consists of a mixture of development varying from bungalow and two storey development which is either semi-detached or detached.

2 Planning History

None

3 Proposal

- 3.1 Construction of 4No. 3 bed dwellings following demolition of existing dwelling.
- 3.2 The works propose 4 new dwellings to be constructed in a semi-detached form. Units 1&2 shall face onto Hulbert Road and units 3&4 shall face onto Applewood Road which is already served by a pre existing access.

4 Policy Considerations

National Planning Policy Framework 2012

Havant Borough Council Borough Design Guide SPD December 2011

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)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS9	(Housing)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist

No objection. There are no trees to be removed to facilitate the development and off site trees can be adequately protected by ground protection. If permission is granted please condition that the work is carried out in accordance with the Arboricultural Method Statement and Tree Protection Plan by Bernie Harverson both dated December 2017.

Building Control

no adverse comment

Crime Prevention

No comment

Highways Engineer

Updated comments

It is important that we make sure by planning condition that the parking and turning areas are constructed as shown and are not comprised by permitted developments i.e. fences sheds etc raised flower beds and anything that would reduce the hard area. This would reduce my concerns to a level where I could not recommend refusal

Previous Comments: The redline should include the part of Applewood Grove that is required to achieve access to an adopted highway (in this case Michael Crook Close) Overlays are required for each of the plots showing that each vehicle can drive into the site park on site and then reverse within the site to emerge into the highway in a forward gear

Landscape Team

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

- The proposed access to units 1 & 2 from Hulbert Road has a significant level change which requires further clarification. As such hard landscape details requiring submission of fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:
 - finished levels
 - hard surfacing material type / product reference and colour
 - laying bond
 - edging or threshold detail / type
 - retaining structures or steps
- A detailed soft landscape scheme requiring submission of fully annotated plans at sufficient scale to identify species of individually planted trees, shrubs, hedges, marginal, bulbs and any areas of turfing / seeding. Planting areas should show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs. Other information shall include plant specification schedules, comprising plant size, number and density, as well as, the proposed planting implementation programme.
- Boundary details requiring submission of fully annotated plans at sufficient scale showing the locations of existing, retained and proposed new boundary treatments, with scaled elevation drawings to show height, design, materials, type and colour of proposed new walling / fencing or other type of enclosure and associated gates.

Public Spaces

No comment

Traffic Management Team

No comment

Waste Services Manager

No comment

HBIC:

Within 50m Protected and Notable Species - Pipistrelle Bat Species Roost.

Planning Officer Comment: It is not anticipated that this development is likely to impact any protected species

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: 9

Number of site notices: 2

Statutory advertisement: Not applicable.

Number of representations received: 4 objections

Comment	Officer Comment
Concern raised by No 28 Applewood Road regarding: * The houses are not in character with the current dwellings in Hulbert Road. * Construction traffic could prevent emergency vehicles from getting into Applewood Road. * lack of communication from vivid housing that they gave permission to the owner of No 42 to use the rear entrance with the gates and dropped kerb. * Only one notice in Applewood Road and therefore not many residents would see this. * Insist that new residents along Applewood Road contribute to maintenance cleaning and street lighting as residents pay those fees themselves.	See section 7 Not a material planning consideration Two site notices were erected on 13.12.2017 in Applewood Road and along Hulbert Road. Not a material planning consideration
Concern raised by 22 Applewood Road regarding: * Construction traffic could prevent emergency vehicles from getting into Applewood Road and would cause traffic. Many residents are disabled. * Mature tree has been cut down to build these properties. * Applewood Road residents receive bills for cleaning and street lighting and maintenance. * Object to application and only one notice in Applewood Road. Should have been notices in Michael Crooke Road and Hulbert so that everyone was aware.	See section 7 Not a material planning consideration Two site notices were erected on 13.12.2017 in Applewood Road and Hulbert Road which alongside immediate neighbours being written to is considered to be sufficient advertisement.
Concern raised by No 40 Hulbert Road regarding: * Wrong development of the site- the units 1 and 2 in Hulbert road are acceptable but units 3 and 4 should be bungalows. * Effect on daylight, privacy and outlook. The position of units 3&4 shall dominate the outlook of No 40, 40a and 44 Hulbert Road and will also be starved of sunlight for many hours a day. * Precedent could be created. * Havant needs housing but not at any cost. * If units 3&4 were bungalows there would be no objection. * New bungalows will often release 3 to 4 bedroom houses onto the market.	See section 7
Concern raised by No 1 Applewood Road regarding: * Traffic into Applewood Road and obstructing my house. * Road has been made to look a mess with the removal of trees, dropped kerb stones and ugly gates with restricted parking. * Units 3&4 shall restrict sun reaching No 1, 3, 5 and 7.	See section 7

* Not enough visitor parking in Applewood Road which shall be made worse. Where shall new visitors park? * Residents pay for the up-keep of applewood road which has had to clear up after Mr Budd. * Applewood Road now floods due to Mr Budd removing the raised kerb. * What will happen to the natural waterway of the brook which runs under the proposed new access.	Not a material planning consideration Drainage condition imposed
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7 **Planning Considerations**

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

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highway Issues and Parking
- (v) Drainage and Flooding
- (vi) Developer Contributions
- (vii) Landscaping

(i) Principle of development

7.2 The application site is situated within an urban area where further development is encouraged by national and local planning policies subject to the usual development control criteria. The provision of 4 new dwellings on the site would make a modest yet valuable contribution to meeting the Council's overall housing targets and as such provide economic and social benefits to the wider community, in line with two of the sustainable development objectives of the NPPF.

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

7.3 The works proposed at No 42 shall involve the demolition of the existing bungalow and the erection of 4 new dwellings in the forms of semi-detached dwellings with associated parking, landscaping and amenity to the front and rear of the application site. Both semi-detached dwellings shall be served by an access onto the main highway. Units 1&2 shall be served by Hulbert Road and units 3&4 are served by Applewood Road.

7.4 Units 1&2 are considered to be an appropriate design which shall fit into the visual design and position of other dwellings within Hulbert Road. The works are considered to maintain a sufficient gap between the development and curtilage and at approximately 8.25m high and 12.7m wide for both dwellings combined the size is considered to be modest and proportionate to the application site available and neighbouring dwellings. The streetscene of Hulbert Road itself is significantly varied and therefore although the works are going from a bungalow to a two storey development with loft space this is not un-common within the greater streetscene and is considered to not detract significant character or visual amenity from the area and locality. The materials of No 1&2 are proposed in a render and cladding material which has the potential to look out of character to the area however following a site visit the palette of dwellings along Hulbert Road does vary and there are examples of these materials present. A condition shall be included requesting samples and specifications to be submitted for the proposal for the assessment prior to

development work commencing. It is considered that this shall ensure that the works look in keeping to the character of the area.

7.5 Units 3&4 are proposed to be positioned to the east of the application site and shall be accessed via Applewood Road. The original design of units 3&4 matched that to units 1&2 but concern was raised in regards to this due to the dwellings off Applewood Road being smaller in scale, the land level being lower than to the west of the application site and that materials were typically facing brickwork and concrete tiles. Concern had also been received from neighbouring dwellings that units 3&4 would look out of keeping to the locality and that they were too big. It was therefore recommended that amendments were made to the proposal in order to ensure they were more in keeping to the application site and locality. Amended plans have since been submitted that reduce the developments scale in terms of depth, width and eaves and ridge height. The amended design also removes the originally proposed loft and den space and proposes matching materials in the form of facing brickwork and concrete tiles in order to match the locality better. Units 3&4 now have a proposed ridge height of approximately 7.85m, an eaves height of 4.8m to front and rear, a depth of 11m and shall be set off the shared boundary to the north by approximately 2.8m and from the south by approximately 1.3m. This reduced mass and bulk of the two units is considered to reduce the original impact caused sufficiently enough to not warrant a refusal of planning permission and is therefore considered to be acceptable.

7.6 The separation distance between Units 1&2 and Units 3&4 achieve a 20m distance between each other providing a rear amenity space of the minimum 10m required in order for the development to accord with the guidance stipulated in the Boroughs Design Guide when it comes to acceptable relationships between dwellings and guidance for new dwellings. These separations are considered to retain a spacious setting to the site which would ensure that the proposal does not appear overly intrusive or dominant in the space. Both units are set back and are away from the highway which reduces the visual dominance of the development further and therefore on balance, the proposal is considered to accord and be compliant with policy CS16.

(iii) Impact upon residential amenity

7.7 The proposed site has residential dwellings to the north No 44 Hulbert Road, south No 40A and 40 Hulbert Road, east No 5 and No 7 Applewood Road and the new units themselves. These are the dwellings that are considered to be most impacted as a result.

7.8 Units 1&2 and 3&4 are separated from each other by a distance of 20m which accords with the Boroughs Design Guide in terms of acceptable distances between two storey developments. Amendments have been made to the design which remove the rooflights proposed in the rear roof elevation and reduce the size of the fenestration in the rear elevations of the units in order to retain an acceptable neighbourly relationship between the units which does not cause unacceptable over-looking nor a significant loss of privacy. All four units would have a rear amenity space meeting the 10m depth requirement and due to this distance the dwellings would not appear obtrusive nor significantly impact the outlook of any window of one another. In order to ensure that no roof alterations, extensions and windows are installed on the property, a condition removing permitted development rights is included, this would ensure that the LPA retain control over development on this site. A condition shall also be included requesting further details on boundary treatments and landscaping to ensure that the privacy screens between the dwellings are sufficient in order to have an

acceptable impact.

- 7.9 Both units shall be set away from the highway and will have the main roads from either Hulbert Road or Applewood to create distance between the proposed new units and dwellings opposite. Although concern has been raised by the neighbours along Applewood Road that light levels would be restricted to the neighbouring dwellings the development shall be positioned to the west and coupled with its modest height and separation distance of approximately 24m (excluding bay) from the neighbouring dwelling opposite it is considered that on balance, the impact caused to the neighbouring amenity levels would be limited and acceptable and meets design guidance.
- 7.10 The dwellinghouse to the north No 44 has the potential to be impacted as a result of the works but it is noted that no objection has been made by the neighbouring dwelling. Units 1&2 have been designed to be sympathetic to this and although the works shall be approximately 100mm closer to the shared boundary the development does not extend as far back as the existing dwellinghouse which would allow additional light to reach No 44. No 44 is also at a slight angle in terms of its orientation and therefore benefits from more light than it would if it was in line with the development proposed at No 42. Although two windows are in the side elevation of No 44 these windows serve a study which is not a primary habitable room and a rear space which is served by a further window in the rear elevation. Therefore on balance, the impact caused is considered to be limited and acceptable.
- 7.11 Units 3&4 have the potential to cause indirect over-looking into No 44 and as a result the rooflights in the rear roof elevation have been removed, the first floor fenestration has been reduced in size and the two outer windows have been proposed to be fitted with obscure glass in order to reduce this impact. The two central windows proposed shall serve bedrooms and would create a direct view centrally towards units 1&2 and not No 44. The development shall be set approximately 18.5m away from No 44 with the distance from the clear glass window being greater at approximately 21m which is considered to be an adequate distance which coupled with the proposed design is considered to not result in a significant enough impact to cause an unacceptable relationship. Although light levels have the potential to be impacted the works shall be set off the boundary and would only impact a specific modest area of a large amenity space and therefore the impact caused is considered to be limited and acceptable.
- 7.12 Concern has been raised by the neighbouring dwelling to the south No 40 that the proposed development will cause an impact to light levels and amenity value of the neighbouring dwellings to the south. However as the units 1&2 and 3&4 shall be to the north of the neighbouring dwelling No 40 and No 40A the impact caused to light levels is considered to be minimal and not significantly impacted. Units 3&4 shall be set off the shared boundary to the south by approximately 1.3m which alongside the modest height of the development at 7.85m is considered, on balance, to not appear significantly obtrusive nor over-bearing on the neighbouring dwellings from the amenity space available. Units 1&2 are proposed to be set off the shared boundary to the south by approximately 1m which shall bring two storey development in closer proximity to the side elevation of No 40A. Following a site visit it was noted that along the side elevation of No 40A that there is 1.8m timber screening between the dwellings and that the typical relationship and distances between neighbouring dwellings was modest. Alongside no objection being made by No 40 it is considered that the works, on balance, would not cause significant enough harm to warrant a refusal of planning permission and would therefore be considered to be acceptable.

(iv) Highway Issues and Parking

7.13 The proposal for units 1&2 involves the widening of the existing access from Hulbert Road and the provision of a drive to serve the additional dwellings with a turning head and two parking spaces for each three bedroom dwellinghouse. The development engineer requested a turning traces plan to be submitted for review to ensure the space provided was sufficient enough for the cars to exit the application site in a forward gear. No objection to the proposal was raised and the turning and access provided onsite is considered to be acceptable. Although a shared access is not ideal for units 3&4 the car parking provision proposed would meet the Council's adopted car parking standards and cycle storage would be provided in the proposed sheds. A condition shall be included to ensure that parking provision proposed it carried out and retained thereafter as indicated in the submitted plans.

7.14 Concern has been raised in regards to construction traffic in relation to the development process of the dwellings. A condition with the decision requesting further information in this regard to ensure the impact caused to the highway is as reduced as possible is recommended. Concern has also been raised that the dwellings shall generate more traffic along Applewood Road and shall remove parking spaces. However, as the gates and access have already been installed along Applewood Road for No 42 the parking spaces along this part of the highway have already been removed and reduced. Although 4 more cars are likely to be generated as a result of the dwellings the 4 spaces onsite would be utilised and there is not significant concern caused that the development would lead to an unreasonable additional impact to the general traffic and parking provision along Applewood Road. The development is therefore considered to be acceptable.

(v) Drainage

7.15 Details regarding the drainage of the site have not been submitted with the application and it was noted following a site visit that a brook runs along the north side boundary of the application site and had the potential to result in drainage issues to the grounds of No 42. The brook is positioned in the curtilage boundary to the north and as a result is considered to not be impacted significantly as a result of the development at No 42. However, a condition shall be included with the decision requesting for further details to be submitted in relation to drainage prior to development work commencing to ensure that the works would not result in a significant adverse impact.

7.16 The proposed dwellings shall be located in flood zone one (low flood risk) and due to the application site not exceeding 1 hectare in size no further information in relation to the proposal is required and the development is considered to have an acceptable impact, subject to appropriate details secured by condition.

(vi) Developer Contributions

7.17 The proposed development is CIL liable and a contribution of £37,750.00 is required and the relevant paperwork has been submitted.

7.18 In addition a Solent Recreation Mitigation Project payment of £2695.40 and relevant signed deed has been received to address habitat regulations requirements in relation to increased recreational pressure on the coastal SPA.

(vii) Landscaping

- 7.19 As a result of the proposed development the landscaping team have been consulted with and have raised no significant objection to the proposal. They have however requested additional information to be submitted for approval prior to development work commencing and therefore a condition shall be included with the decision to request that this information is submitted for approval by the Local Planning Authority.

8 Conclusion

- 8.1 In conclusion, it is considered that the proposed development would be acceptable in principle and would help meet the Council's housing targets with associated economic and social benefits in that respect. The proposed development would have an acceptable impact on the character and appearance of the area. The amenities of the neighbours have been assessed and the impacts are considered to be acceptable and in line with adopted design guidance. The access and turning together with on site parking is considered acceptable. Therefore the development is considered to be acceptable and can be granted planning permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/01293 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:

Streetscene Plan: Drawing No 405 PL40 Revision P00
Proposed Ground and First Floor Plan of Units 3&4: Drawing No 405 PL20 Revision P02
Proposed Loft and Roof Plan of Units 3&4: Drawing No 405 PL21 Revision P02
Proposed Front East and Side South Elevations Plan of Units 3&4: Drawing No 405 PL22 Revision P02
Proposed Rear West and Side North Elevations Plan of Units 3&4: Drawing No 405 PL23 Revision P02
Block Plan showing Parking Provision: Drawing No 405 PL02 Revision P03
Vehicle Traces Plan: Drawing No PL30 Rev P01
Location Plan: Drawing No 405 PL01
Proposed Ground and First Floor Plan of Units 1&2: Drawing No 405 PL10 Revision P00
Proposed Loft and Roof Plan of Units 1&2: Drawing No 405 PL11 Revision P02
Proposed Front and Side Elevation Plan of Units 1&2: Drawing No 405 PL12 Revision P01

Proposed Rear and Side Elevation Plan of Units 1&2: Drawing No 405 PL13
Revision P01
Tree Constraints Plan: Drawing No BJH 01/02
Tree Protection Plan: Drawing No BJH 03/04
Design and Access Statement: Received 05.12.2017

Reason: - To ensure provision of a satisfactory development.

- 3 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:

(i) The provision to be made within the site for contractors' vehicle parking during site clearance and construction of the development;

(ii) The provision to be made within the site for a material storage compound during site clearance and construction of the development.

Thereafter, throughout such site clearance and implementation of the development, the approved parking provision and storage compound shall be kept available and used only as such.

Reason: To safeguard the amenities of the locality and/or 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.

- 4 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of the materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

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

- 5 No development hereby permitted (with the exception of demolition) shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers, and any sustainable urban drainage features proposed to serve the development and details of any other proposed ancillary drainage works/plant, have been submitted to and approved in writing by the Local Planning Authority. This shall include an assessment of any potential impacts on the adjacent stream. 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 2012.

- 6 No development shall take place with the exception of demolition 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 the character and appearance of the area and the amenities of adjacent residents having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 7 The car parking, cycle parking, servicing and other vehicular access arrangements shown on the approved plan Drawing Reference 405 PL02 Revision P03 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.
- 8 No development hereby permitted shall commence with the exception of demolition until plans and particulars specifying the alignment, width, gradient and type of construction proposed for alterations to the access and internal drives and parking areas have been submitted to and approved in writing by the Local Planning Authority. The design of the proposed access crossovers shall incorporate measures to prevent water from the carriageway flowing onto or from the site. The implementation and making up of the same shall be completed in full accordance with such plans, particulars and programme as are thus approved by the Authority, and prior to the occupation of the development. .
Reason: To ensure that they are constructed to satisfactory standard and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 9 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extensions, out buildings, first floor windows or roof alterations shall be constructed within the curtilage of the site without the prior approval of the Local Planning Authority.
Reason: In the interests of the character and appearance of the area and the amenities of adjacent residents having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 10 No part of the development shall be first occupied until fully annotated plans at sufficient scale showing the locations of existing, retained and proposed new boundary treatments, with scaled elevation drawings to show height, design, materials, type and colour of proposed new walling / fencing or other type of enclosure and associated gate 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) 2011 and the National Planning Policy Framework.

- 11 The development must be undertaken in accordance with the arboricultural method statement and Tree Protection Plan Drawing Numbers BJH 01/02 and BJH 03/04 submitted with the application and dated December 2017 and supplied by *Bernie Harverson*.

Reason: To secure the conservation and enhancement of existing natural features and having due regard to Policy DM8 of the Havant Borough Local Plan (Core Strategy) 2011.

- 12 No development hereby permitted shall be commenced with the exception of demolition until a detailed soft landscape scheme submission and fully annotated plans at sufficient scale to identify species of individually planted trees, shrubs, hedges, marginal, bulbs and any areas of turfing / seeding have been submitted to and approved in writing by the Local Planning Authority. Planting areas should show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs. Other information shall include plant specification schedules, comprising plant size, number and density, as well as, the proposed planting implementation programme.

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, CS16, DM8 and DM9 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 13 No above ground development hereby permitted shall be commenced with the exception of demolition until a more detailed hard landscaping scheme including details and fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:

- finished levels
- hard surfacing material type / product reference and colour
- laying bond
- edging or threshold detail / type
- retaining structures or steps

The implementation of all such approved hard landscaping shall be completed in full accordance with such approved timing provisions.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 14 No planting, raised beds, fences or other works/structures shall be erected/constructed such that they would compromise or obstruct the use of the access, turning or parking areas required to service the development.

Reason: To ensure that parking, access and turning required to service the development is not compromised having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.