

- 1.5 The application site is within close proximity to the Chichester Harbour Site of Special Scientific Interest (SSSI). This site is also part of the Solent Maritime Special Area of Conservation (SAC), the Chichester and Langstone Harbours Special Protection Area (SPA) and Chichester and Langstone Harbours Ramsar Site which is a wetland of International Importance under the Ramsar Convention.
- 1.6 The site is allocated for housing development under reference UE13 of Policy EM1 in the Local Plan (Allocations). Outline planning permission was granted in April 2015 under reference APP/14/00547.

2 Planning History

APP/14/00547 - Outline planning permission for 125 residential units and a water retention area. All matters reserved except access and levels (approved 29.4.2015). Permission subject to conditions and legal agreement on 29/04/2015. An application to discharge the conditions relating to a number of matters in the outline permission was submitted at the same time as the reserved matters application, these are currently under consideration.

3 Proposal

- 3.1 The application the subject of this report is a reserved matters application that seeks to address the matters reserved at outline stage being layout, scale, appearance and landscaping. The principle of the development of the site for 125 dwellings has been firmly established with the granting of outline planning permission. In addition the two access points and levels were agreed at the outline stage.
- 3.2 The proposed scheme for the site has continued to evolve since the submission of the original application in response to comments from the internal and external consultees, local residents and officers at the Council. The amendments made to the scheme from the original submitted layout identifying 125 dwellings, at a density of 40 dwellings per hectare include:-
 - A response to technical constraints involving 2 sewer easements. The Environment Agency have confirmed that the culvert north of the Westbrook Stream is not a Main River. This has allowed the layout to be amended in the north half of the site, which now allows a new access point, including cycle path from the north east corner of the site, by the junction of Southleigh Road and Horndean Road. This path allows greater permeability both within and out of the site. This development now provides connections to the south and west, to join up with the emerging strategic site allocation, which is identified in the Local Plan Housing Statement;
 - The layout has been amended on the northern half of the site, which has resulted in an internal access road following the hedgerow running along the boundary and the dwellings being moved into the site. This was undertaken due to concerns that by having private dwellings amenity space included the hedging would result in pressure on the hedging, resulting in its likely failure. This has provided an opportunity to bring the existing roadside hedgerows into communal management;
 - Creation of a more welcoming entrance through increased landscape opportunities
 - Reposition of properties on the eastern boundary, adjacent to 57 and 59 Horndean Road to address concerns regarding overlooking and loss of privacy
 - Adjustment to the southeast corner of the site to respect tree protection areas.
 - A review of internal access and parking arrangements

3.3 In terms of housing mix this reserved matters application proposes:

Open Market Housing

2 Bedroom house 23

3 Bedroom house 26

4 Bedroom house 38

Total 87 (70%)

Affordable

2 Bedroom house 28

3 Bedroom house 8

4 Bedroom house 2

Total 38 (30%)

Grand total 125

3.4 The affordable units are spread across the site to ensure that a mixed community would be developed. The proposed tenure will be Affordable Rent (26 units) and Shared Ownership (12 units) which represents a 68.5/31.5 split.

3.5 The application site is in a unique position to provide a proportion of the Emsworth Flood Alleviation Scheme (FAS) by virtue of its proximity to the West Brook. The Environment Agency have previously identified a flood attenuation scheme on or adjacent to the West Brook to form part of the overall FAS for Emsworth. The Water Retention Area proposed is formed of two sections; a Wetland Retention Area and a Flood Compensation Area. It is intended to relocate West Brook to form the focal point of the Wetland Retention Area. West Brook will continue to perform the vital function of conveying water, however it will now be utilised to perform the dual function of providing the base for a new wetland that will form part of the Emsworth FAS. The shape and storage capacity of the scheme would hold between 18,000 and 20,000 cubic meters of storage to assist in the flood protection of the existing built up area downstream of the development site. This will not only provide an element of the Emsworth FAS, but also a valuable ecological habitat. These measures were agreed at the outline stage, with the technical details covered by conditions. The developer is currently in discussions with the Environment Agency, about the specific technical details, through the discharge of conditions from the outline.

4 **Policy Considerations**

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS15 (Flood and Coastal Erosion)

CS17 (Concentration and Distribution of Development within the Urban Areas)

CS21 (Developer Requirements)

CS9 (Housing)

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

EM1 (Emsworth Housing Allocations)

DM25 (Managing Flood Risk in Emsworth)

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

Concern that the plots in the south east of the site are too close to the tree belt on this corner, this needs to be addressed.

Revised comments following submission of amended plans

The revised plans as submitted are now considered to be acceptable. No Objection subject to the development being carried out in accordance with the approved details

Building Control, Havant Borough Council

Building Control would make the following comments:

Surface water and Public Sewer cross this site - Consultation with SWS required

Fire Authority access to properties to comply with Approved Document B Vol 1 Section 5 Plots 84 / 88 / 105 / 106

Other comments may arise once a Building Regulation application submitted

Building Control, Havant Borough Council

Comments previously raised 27 April 17 still stand:

Southern Water Services to be consulted re sewer

Fire Authority access within site needs to comply with AD B Part 5

County Ecologist

This reserved matters application is accompanied by an Ecological Mitigation and Enhancement Plan (ACD, March 2017) which provides a basic strategy for addressing ecological issues on site to satisfy Condition 19 of APP/14/00547.

The key mitigation measure at this site is the creation of a new wetland/water detention area to the west. This will include a proposed 'low flow' ditch and a broader wetland basin.

Whilst the submitted plan is fine in principle, it does not include any firm details on, for example, where proposed mitigation/enhancement features (such as bat, bird and insect boxes) will be located nor how many there will be. At present, the details are missing which would enable construction contractors to fulfil the plan.

Similarly, the proposed establishment and management measures for the wetland habitats and new grassland and hedgerows are contained within paragraphs of text but not in a form readily accessible to those undertaking the construction or landscaping works. The number and location of new plantings is not given for all areas and there is no overall timetable for actions.

In summary, whilst containing some useful information the submitted plan does not provide a usable document for site operatives to follow. In order that ecological matters are addressed in a robust manner they should ideally be incorporated with any

technical reports/specifications for both wetland creation/management and landscaping.

Revised comments following submission of amended plans

The further information that has been submitted is currently under consideration with regard to the discharge of conditions application for the outline permission.

Crime Prevention - No response

Engineering Services, Havant Council

The drainage strategy accords with the previously agreed approach whereby the development includes the opportunity to manage flows in the West Brook over and above that specifically required for the development alone. This is to be welcomed.

I have three observations:

1. The 'surface water sewer' shown abandoned and diverted in the vicinity of plot 111 etc. is actually a main river and not a sewer; a different easement arrangement will apply and specific consent for the diversion will be required (i.e. additional to the already consented works to the lower part of the open watercourse); this does however mean that the roads above the diverted stream can be porous surfaced since Southern Water will not be involved in that particular pipe;
2. The southern outlet will be managed by the ManCo (it will not be adopted by the EA) so a robust operational regime will need to be agreed. It would be better (from a purely functional perspective) to have the control delivered via a fixed orifice plate or at the very least to agree a setting for the proposed penstock that will only rarely need adjustment;
3. Avoid fencing off the flood attenuation area - this needs to operate as open space and access to the river (for local residents, school visits etc.) should be encouraged. The design includes side slopes of 1 in 4 which is perfectly acceptable to allow access.

Revised comments following submission of amended plans

Commenting purely from a land drainage viewpoint the revised layout especially in the northern section of the site is superior to earlier versions, allowing current hydraulic performance of the West Brook piped system to be maintained. Detail of the deep channel through the northern end of the wetland needs to be amended to better align with this piped outfall. As long as earlier comments are still addressed (e.g. relating to pond bank gradient etc.) then no other drainage comments.

Environment Agency

Whilst we have no objection in principle to the reserved matters application it should be noted that some issues that are yet to be resolved via relevant planning conditions from the outline permission for this site, may well have an impact on issues being addressed via the reserved matters such as layout and scale. The final design of the proposed flood storage area and compensation for the loss of floodplain storage from the development required via conditions attached to the outline permission are yet to be agreed.

Hampshire Fire & Rescue

Building Regulations: Access for Firefighting

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

Hampshire Act 1983 Section 12 – Access for Fire Service Access to the proposed site should be in accordance with Hampshire Act 1983 Sect,

12 (Access to buildings within the site will be dealt with as part of the building regulations application at a later stage). Access roads to the site should be in

accordance with Approved Document B5 of the current Building Regulations.
Fire and Rescue Services Act 2004

The following recommendations are advisory only and do not form part of any current legal requirement of this Authority.

Access for High Reach Appliances

High reach appliances currently operated by the Hampshire Fire and Rescue Service exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high rise appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for fire fighting may be necessary. You should contact the Community Response Support, Hampshire Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (risk.information@hantsfire.gov.uk) to discuss your proposals.

Sprinklers Hampshire Fire and Rescue Service (HFRS) would strongly recommend that consideration be given to include the installation of Automatic Water Suppression Systems (AWSS) as part of a total fire protection package to:-

Protect Life;

Protect Property, Heritage, the Environment and our Climate;

Help promote and sustain Business Continuity; and

Permit design freedoms and encourage innovative, inclusive and sustainable architecture.

The use of AWSS can add significant benefit to the structural protection of buildings from damage by fire.

HFRS are fully committed to promoting Fire Protection Systems for both business and domestic premises. Support is offered to assist all in achieving a reduction of loss of life and the impact on the wider community.

Fire fighting and the Environment

Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Fire Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a controlled burn' may take place. This of course could lead to the total loss of the building and its contents.

Premises occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Further guidance on preventing pollution can be found in the following Environment Agency publications:

- a. Managing Fire Water and Major Spillages: PPG18
- b. Pollution Incident Response Planning: PPG21
- c. Controlled Burn: PPG28

Hampshire Highways

This application should be determined in accordance with the Councils own internal highway advice.

Highways Engineer, Development Engineer

Having discussed the suitability/legibility of the road access within the urban design of the estate. I would request that the developer produces overlays illustrating the turning and routes used by delivery vehicles, refuse vehicles and emergency vehicles

Revised comments following submission of amended plans

The site needs to be cycle and pedestrian permeable with regard to any future development defined in the Local Plan. To achieve this the new and the surrounding residents need to pass and re-pass over the footways, carriageways and public areas. If the roads are not to be offered for adoption then the developer needs to enter into a 106 Agreement allowing the general public these rights and a maintenance agreement entered into with regards to these areas..

For these reasons the footway shown adjacent to plot 114 should be constructed as a 3m footway/cycleway and by means of 106 a legal commitment that there is a right for any future developer to the west to join and use this cycle/footway access.

The footway/cycle link at the southern end of site should be covered by a similar agreement

There must also be a minimum 3m cycle route provide between these two access points

Officer comment- *Following these comments it was clarified with the Highway Engineer that public access was secured and maintained through the S106 legal agreement secured under the outline consent.*

The comments with regard to cycle route have been addressed by the applicant who has submitted a revised plan indicating that the cycle path has been clarified as going between plots between plots 85 - 88. The Highway Engineer has seen this revised plan and now raises no objection

Housing Needs Manager, Havant Borough Council

Housing: The proposal is for development of 125 new dwellings and associated car parking, amenity space, garages, internal road and pathways, drainage and landscaping.

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 38 units (rounded up from 37.5) on this site which would be secured via a section 106 agreement. I am pleased to see that the this RM application provides an acceptable tenure split as the submitted Planning Statement confirms that the applicants intend to deliver the required number of units and that tenure will be Affordable Rent (26 units) and Shared Ownership (12 units) which represents a 68.5/31.5 split.

The affordable housing mix is still dominated by two bedroom properties and although I appreciate the applicants comments regarding the proportions stated within the 2014 Strategic Housing Market Assessment (SHMA), this large number of 2 bedroom homes is still a cause for concern as they are provided in lieu of 1 bedroom properties. Demand for affordable housing remains high in the Havant borough; currently there are 1757 households registered on Hampshire Home Choice seeking accommodation in our area and of these over half (864) are waiting for a one bedroom home (plus 612 for two bedrooms, 211 for 3 bedrooms and 62 for 4+ bedrooms). However should this application proceed to final development it will help to improve the supply of both market and affordable homes in the Borough.

Principle of Development: Housing supports this development.

Landscape Team, Havant Borough Council

The landscape team do not object the development of residential properties on this land, however we have the following concerns:

- We have concerns with the layout configuration where proposed dwellings back on to Southleigh and Horndean Road. Elsewhere in the local area, dwellings are orientated to face these roads (even if they are accessed by separate service roads). Several rear gardens also abut the existing mature boundary hedgerow, which suggests a perception of ownership to each individual dwelling leaving it vulnerable to inconsistent and inappropriate management. This hedgerow is an important feature of the Southleigh and Horndean Road character and deemed an important linking habitat suitable provision for the future protection, enhancement and management needs to be demonstrated.
- Connecting paths to the wider landscape should be a minimum width of 3m and appropriately surfaced to accommodate both cyclists and pedestrians. Access provision for the northern end of the flood meadow should be incorporated for maintenance access (e.g. drainage outlet) and to afford opportunity for views southwards along the wetland habitat area and provide potential for future connectivity westwards to the wider landscape.
- The design of the SUDs flood meadow requires accessibility by provision of shallower areas and gentle gradients to facilitate access / egress. An SUDS isolated entirely by fencing will not be acceptable because it compromises the open space amenity value. The proposals will be required to demonstrate a quality design approach to headwalls / outfall appropriate to the local vernacular.
- Current proposals to realign the existing culvert is deemed a missed opportunity to re-open the watercourse to provide further habitat benefit, SUDS provision and an attractive visual feature. We are further concerned the proposed culvert route constrains scope for screen planting to the western site boundary.
- The proposed site vehicular access lacks parity with those in the locality. Road junctions to neighbouring streets are wider with generous sight lines afforded by grass verges with sufficiently larger enough for legacy trees. Street trees are a particular feature of the local landscape character, which should be appropriately reciprocated within the proposed. The 'side-on orientation of proposed dwellings at the site entrance does not seem appropriate bespoke feature façade detailing / articulation may improve this.
- Current proposed access for units 4 13 is wholly unacceptable. Pedestrian access doesn't sufficiently consider those with disabilities, managing young children or receiving bulky deliveries.
- Treble stack parking bays are deemed impractical and likely to encourage vehicular parking ½ mounted onto foot ways.
- Boundary proposals to rear gardens and parking areas along the western site perimeter are insufficient. Proposals should reflect the local field boundary character and demonstrate sufficient provision for linking habitat to the SUDS habitat further south.

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Revised comments following submission of amended plans

From a landscape perspective we are pleased with the changes and feel that it is a step in the right direction, we have the following comments:

- The boundary tree planting to the north and west of the site has changed from large native trees such as *Quercus robur* and is now proposing smaller species such as *Malus sylvestris*. This is not deemed acceptable as the local landscape includes large native species trees within the boundary treatments. Therefore we would want to see the reinstatement of large native trees as proposed in the original submitted plans

- The tree planting numbers on the western edge adjacent to housing has been significantly reduced from 16 to 9 this reduction is not acceptable. We would like to see this number increased on the western boundary to get as close to the original numbers as possible.
- The tree protection plan needs to be updated to reflect the amended site layout as some of the proposed dwellings are close to existing trees and we need assurance that the construction process will not have an adverse affect the existing trees.
- As previously discussed we felt the cohesiveness of the cycle route throughout the site would be improved with the inclusion of a route signage / signs to indicate a shared footpath set onto the proposed bollard's. This is not evident within the submitted plans and we feel that the inclusion of this would be an improvement.

***Officer comment-** Following these queries the applicant responded with a further set of amended plans to address these comments, the Landscape Officer has considered these plans and raises no objection tot he revised documents.*

Local Lead Flood Authority HCC

The proposals for surface water drainage meet the current standards/best practice in relation to surface water drainage however confirmation is required on who will be undertaking the maintenance of the different drainage elements.

Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.

Natural England Government Team

Thank you for consulting Natural England on the above application. Natural England has no further comments on the additional information submitted and we advise that you refer to the advice provided by HCC's ecological team with regard to the Ecological Mitigation and Enhancement Plan.

Planning Policy, PPUD

The comments submitted by the Planning Policy Team on the 9th May 2017 still stand. These comments have been replicated below.

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. In addition, the Local Plan Housing Statement (LPHS) and its guiding principles, adopted December 2016, is also a material consideration.

The following policies and documents are of particular relevance:

CS9 Housing

CS15 Flood and Coastal Erosion Risk

CS17 Concentration and Distribution of Development within the Urban Areas

CS21 Developer Requirements

DM6 Coordination of Development

DM8 Conservation, Protection and Enhancement of Existing Natural Features

DM13 Car and Cycle Parking on Residential Development

DM24 Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development

DM25 Flood Risk In Emsworth

AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

EM1 Emsworth Housing Allocations

Havant Borough Council Housing SPD (July 2011)

Havant Borough Council Parking SPD (July 2016)

Principle of Development: The site lies within the urban area as defined by Policies CS17 and AL2 of the Local Plan which seek to concentrate new development within the five urban areas of the borough.

The site is allocated for housing development under reference UE13 of Policy EM1 in the Local Plan (Allocations). Outline planning permission was granted in April 2015 under reference APP/14/00547. Therefore, the principle of development for this site is accepted.

A full set of developer considerations is set out in the allocation policy for UE13; please see page 28 of the Local Plan (Allocations).

Coordination of Development: Policy DM6 of the Core Strategy refers to the coordination of development. The Policy 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 site is immediately adjacent to the east of the Strategic Site. The Strategic Site is identified in the Local Plan Housing Statement (LPHS) and is capable of providing at least 1,650 homes. It is noted that the outline planning permission of this site predates the identification of the Strategic Site. It is also believed that the proposal would not prejudice the delivery of the Strategic Site; however, it is still appropriate to assess the detailed scheme in relation to the future relationship between the two sites.

The contents of paragraph 4.13 of the Planning Statement are welcomed.

Housing: Policy CS9, in combination with the HBC Housing SPD (2011) and the Ministerial Statement (published summer 2016) require new developments of over 11 dwellings to contain 30-40% affordable dwellings.

As stated in paragraph 2.7 of the Planning Statement; "the scheme provides 38 affordable dwellings and 87 private dwellings". Therefore, 30.4% of net dwellings will be affordable; this is welcomed.

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.

Parking: Policy DM13 and the Havant Borough Parking SPD (July 2016) set out the parking standards for new development in the borough. The parking requirements for C3 development can be found in Table 4A on page 9 of the SPD.

Paragraph 2.5 of the Planning Statement says that "each two and three bedroom unit will be provided with two parking spaces, with four bedroom units having three parking spaces". This adheres to the advice of the Parking SPD. Nevertheless, paragraph 2.5 also states that a total of 283 parking spaces will be allocated (including garages) and 21 parking spaces will be unallocated visitor spaces. The supporting notes of the Parking SPD (under Table 4A) specify that an "additional 20% of unallocated parking for visitors should be accommodated. Therefore, if 283 parking spaces are allocated, then 57 unallocated visitor spaces will be required.

Flooding: The south of the site is identified as flood zones 2 and 3. The provisions of Policies CS15 Flood and Erosion Risk and DM25 Flood Risk in Emsworth apply. It is noted that the applicant has noted the flood zone in the south west of the site as a key constraint, and that substantial sustainable drainage features are proposed.

Brent Geese and Waders: The site is adjacent to an area that is identified as uncertain for Brent Geese and Solent Waders.

Tree Preservation Orders (TPOs) and Landscape: A number of individual, woodland and area TPOs are found on the site. Therefore, the criteria of Policy DM8 must be met.

The information in paragraphs 4.11, 4.28 and 4.29 of the Planning Statement are welcomed and show initial conformity with Policy DM8.

Minerals: The site is likely to be underlain by sand and gravel. Therefore, opportunities for prior extraction should be explored and discussed with the county council. The Minerals Safeguarding SPD provides further guidance:

<http://www3.hants.gov.uk/mineralsandwaste/planning-policy-home/mwsafeguarding.htm>

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.

Public Spaces

No response

Southern Water

Comments from Southern Water were the same for the original plans and the amended plans

Southern Water would object against the proposed layout. Due to the vibration, noise and potential odour generated by sewage pumping stations, no habitable rooms should be located closer than 15 metres to the boundary of a proposed pumping station site. Also if the applicant or developer proposes to offer a new on-site foul sewerage pumping station for adoption as part of the public foul sewerage system, 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.

Please note that the proposed foul and surface water drainage is not designed to adoptable standards and Southern Water requirements. Please note that non-compliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site.

The construction of tanked permeable paving over or within 5 meters of public or adoptable sewers is not acceptable to Southern Water.

Surface water attenuation tanks should be located no closer than 5 meters from public or adoptable sewers.

The design of surface water drainage should ensure that no overflow from ponds is to enter public or adoptable sewers network.

Please note that on-line surface water storage is not adoptable by Southern Water. The diversion of public surface water sewer has to be agreed and approved by Southern Water under Section 185 of the Water Industry Act for the final drainage layout to be agreed.

Southern Water would require clarification on the construction details of fencing and walls within 3 meters of the public foul sewer. The above matters should be agreed under discharge of protection of public sewers condition.

As indicated in our previous correspondence, following initial investigations, Southern Water cannot accommodate the needs of this application without the development providing additional local infrastructure, however the developer has initiated sewerage

requisition scheme under Section 98 of the Water Industry Act, dealt under our ref SWS.S98.000564 and currently under design.

Reference should be made to Fig 2.9 of SfA Edition 6th and Fig B.14 of SfA Edition 7th for typical arrangement of pipe junctions within manholes.

Officer comment: *The developer has confirmed that proposed foul and sewage drainage would not be offered for adoption to Southern Water, but would be controlled through the new management company. As such whilst it is noted that Southern Water have objected to the pumping station, given that it is not being offered for adoption, the development only has to comply with Building Regulations. Therefore this is not a material planning consideration.*

Traffic Management, HBC

The sizes of the car parking spaces and garages provided should be regarded as minimum lengths and widths as cars continue to increase in size. Additional space should be provided for car doors to be opened and car boots to be accessed, and garage doors to be opened, particularly when spaces are provided close to walls or in tandem/ in front of garages. Failure to meet these dimensional requirements may lead to additional on street parking in and close to the development site which may be detrimental to road safety. In addition, garages are commonly used for storage or additional living space and this often leads to additional on street parking in and close to the development site which may be detrimental to road safety.

The Traffic Management Team therefore request that, if permitted and the internal road layout is to be adopted, on street parking restrictions will need to be considered and a Traffic Regulation Order required to be undertaken on the internal roads.

The Traffic Management Team therefore request that if the internal road(s) are to be adopted that provision is made for a sum no less than £3000 (plus the costs associated with advertising the proposals and any works) to be provided by the developer to be set aside to allow a TRO to be processed at any time during the period beginning from the commencement of development and ending 3 years from practical completion of the development, to ensure that any parking from the development does not interfere with the capacity, operation or safety of the internal road network.

In the event that the internal road layout is not to be adopted, on street parking restrictions will need to be considered and the Traffic Management Team offer to design and process a TRO for the developer as it is anticipated that parking will likely occur on the internal road layout. Should the developer wish to proceed with this, we request that a sum of no less than £3000 (plus the costs associated with advertising the proposals and any works) to be provided by the developer at any time during the period beginning from the commencement of development and ending 3 years from practical completion of the development to ensure that any parking from the development does not interfere with the capacity, operation or safety of the internal road network.

Officer comment - *The developer has confirmed that the proposed internal roads are not going to be offered for adoption to the Highway Authority.*

Waste Services Manager

Can we please ensure that all road ways conform with current standards (width & weight) to accommodate a 26 tonne refuse vehicle with sufficient turning points / areas for the collection of household waste as part of this planning application.

Officer comment - It has been confirmed by the applicant and the agreed by the Highway Engineer that refuse lorries will be able to gain access around the internal roads of the development.

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: 187

Number of site notices: 4

Statutory advertisement: 21/07/2017

Number of representations received: 17

Flooding and drainage issues

Concerns with regard to the new layout on drainage and flooding and the lack of information submitted with this application to this regard.

Officer comment: *This is a key issue for this site, as part of the outline consent a Water Retention Area and a Flood Compensation Area were secured via a legal agreement and relevant conditions. The applicant is direct liaison with the EA with regard to the technical requirements, which are required under the outline permission. Overall these measures go over and above the requirements for a scheme of this nature and will help alleviate flooding in the Emsworth area.*

Access and Traffic

Concern about the impact of the development on the wider network. Adverse impact on highway safety and likely conflict between cycles and vehicles. Also not happy with the proposed access arrangements

Officer Comment: *The impact of the development on the wider highway network, and the agreed positioning of the proposed accesses were agreed in the Outline permission, and are not under consideration in this application.*

The proposed internal layout is dominated by the car and no provision has been made for cycles or pedestrians.

Officer comment: *Considered under paragraph 7.1 (vi)*

Impact on the amenities of adjacent neighbouring properties

The proposal would result in loss of sunlight/daylight, overlooking and overbearing impact on the properties of 57 and 59 Horndean Road. Insufficient landscaping is proposed between these properties and the development

Officer comment: *This is considered under paragraph 7.1 (v)*

The proposal shows an access into the site, along a private drive (accessing 57 & 59 Horndean Road, between the proposed houses, which would cause noise and disturbance.

Officer comment: *The amended plans have removed reference to this side footpath as the layout has been substantially revised.*

Concern about the impact on the boundary wall of 57 Horndean Road and the

potential for access along the proposed landscaping strip.

Officer comment: *This is a private matter between the applicant and resident.*

Impact on the character and appearance of the area

There isn't the infrastructure to cope with increased housing of this scale - most homes have more than one car. The doctors surgery is over stretched and the schools are full.

Officer Comment: *The principle of development was established under the outline permission, this application considered the impact on the infrastructure of the area and was found to be acceptable, subject to appropriate mitigation measures, which does include financial contributions.*

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) Scale, Massing, Design, Layout and Form of Development
- (iii) Landscaping and trees
- (iv) Affordable Housing
- (v) Residential Amenity
- (vi) Highway and Transportation Matters
- (vii) Ecology
- (viii) Drainage and Flooding
- (ix) Community Infrastructure Levy (CIL) and Section 106 Obligations
- (x) Other Issues

(i) Principle of development

The principle of the development of the site for 125 dwellings has been firmly established with the granting of outline planning permission. In addition the two access points from Southleigh Road and Horndean Road, and the proposed levels of the site have agreed. The site levels were agreed in order to ensure that any development allowed for the implementation of the Wetland Retention Area and Flood Compensation Area.

(ii) Scale, Massing, Design, Layout and Form of Development

The proposal is of a traditional character and the layout for the scheme has been informed by the position of the site in relation to the topography, the agreed positioning of the Wetland Retention Area/Flood Compensation Area, 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 originally submitted scheme, with particular regard to the character of the site layout in respect to relationships with the existing mature hedging and trees around the site, designing out opportunities for crime and having regard to its edge of settlement location and relationship with neighbouring properties. Garden sizes would comply with the supplementary planning guidance on this subject, and parking which complies with the adopted standards would be provided on curtilage or in small parking courts so as not to be over dominant.

In addition consideration has been given as to how the proposal would integrate with the emerging adjacent Strategic Site, which has been identified in the Local Plan Housing Statement and is to the south and west of the site. This application proposes

cycle/footpaths both to the west and south, and therefore it is considered that this development does accommodate opportunities to integrate the development in terms of providing suitable pedestrian and cycle access, in order to ensure a well connected form of sustainable development.

The proposed development is laid out so that there is visual interest amongst the pattern of buildings. The layout provides good street enclosure, and the provision of buildings is such that the layout is legible, coherent and interesting. Vehicle parking has been provided and ensures that vehicles will not be stored in visually intrusive positions that would be harmful to visual amenity. It is not considered that the new layout results in a significantly denser development. The amount of open green space is similar to that indicated in the outline consent, the development would provide a high quality open space area within the Wetland Retention Area, which would allow public access within parts of it, and would integrate open space by utilising Sustainable Urban Drainage Systems (SuD'S). A separate area of open space around the existing pond, is also considered to provide a high quality open space framework.

In terms of pure aesthetics, the appearance of the buildings would be traditional, and the development would relate well to the existing surrounding built environment. All of the buildings feature interesting and high quality designed elevations. A traditional design approach is proposed, using local and established materials, with references to a prevailing arts and crafts theme with feature buildings or groups adopting a rural barn or alms house style. The use of different materials on the facades will help to break up the built form and reduce impact and scale. A variety of materials are employed including red and buff bricks, render, cedar and waney edged weatherboarding. Concrete tiles of varying types are also proposed.

Whilst all roofs are pitched there is a variation in the roofscape with conventional pitched roofs having varying eaves and ridge heights. Some roofs are gables others are hipped or half hipped. Different roof types have generally been used to differentiate dwellings in prominent locations at the ends of a row or turning a corner.

Overall the design and layout of the proposed development is considered attractive and acceptable striking a balance between the surrounding house designs and materials and the opportunity to introduce a more informal layout to the new development.

(iii) Landscaping and trees

As has been outlined above officers have worked with the applicant following concerns raised regarding the original submission. During the negotiations between the applicant and the Local Planning Authority key parameters were discussed and this informed the revised set of plans. The revised layout and subsequent landscaping plans, have ensured that in the north part of the site, that the existing hedge will be protected and maintained by the management company rather than private individual households, this would ensure that it would be maintained and form part of the overall long term landscape framework.

The revised documents provide more detailed hard and soft landscaping proposals and the Design and Access Statement (DAS) sets out the applicants general approach. The scheme sets out to meet multiple objectives, including to:

- Facilitate a soft transition between the urban and rural environments;
- Complement and utilise the existing natural slope on the site;
- Create a pleasant and durable living environment for both existing and future

residents;

Conserve existing wildlife habitats and include ecological enhancement measures;
Incorporate sustainable drainage strategy into the landscaping scheme, including Wetland Retention Area.

Provide good connections for cycling and pedestrians, through securing footpath/cycle links to the south and west, into and from the emerging strategic site

The general approach to soft landscaping has been to work with the strong framework of existing trees and hedging, in addition planting wherever practical and supplement these with new planting. Existing important trees are retained across the site. Strong boundary planting close to the northern and southern site boundaries is retained. Along the eastern boundary further landscaping is proposed to provide a landscaped buffer between the development and existing neighbouring residential properties. On the north eastern boundary a new landscaping buffer would be established. The landscaping on the western boundary, which would form part of the Wetland Retention Area, would provide a mixture of native landscaping, which would provide enhance the existing agricultural field. This would provide an opportunity to enhance both the ecology of the site and be a pleasant place for residents to enjoy.

The DAS concludes that the cumulative effect of this approach will be the creation of attractive green corridors throughout the site and a loose boulevard type arrangement of planting on the main road through the northern part of the site. Additional tree planting will be provided in the public open space areas to re-enforce the verdant character of the site.

Overall the proposed green landscaping is agreed by the Councils Landscape Officer and introduces a high quality soft landscaping framework. The soft landscaping scheme is considered to be well thought out and subject to suitable management (secured via the S106 agreement accompanying the outline planning permission) should provide an attractive environment for the proposed development. Furthermore it is not considered that the proposal would prejudice the delivery of the Strategic Site; and would integrate well and have a positive future relationship between the two sites.

In relation to hard landscaping including hard surfacing, boundary treatments and street furniture the DAS states that an emphasis will be placed on ensuring hard surfaces are warm and welcoming. Conventional bitmac will be used for roads and paths with conservation kerbstones. Block paving in warm shades will be utilised for parking bays with buff coloured slabs for front paths and garden patios. Similar coloured gravel paths are proposed to rear garden gates. It should be noted that the parking areas need to be porous to allow drainage of surface water (separate drainage conditions are imposed on the outline consent).

Boundary treatments to private gardens would mostly comprise close boarded fencing between 1.2 and 1.8m in height. The suitability of boundary treatments between existing properties and the development site are considered below. In general terms close boarded fences are considered appropriate and are superior to panel fencing in terms of appearance and durability.

In key locations adjacent to the public realm brick walls are proposed, this is considered important in adding to the character and appearance of the development. More informal post and rail fencing is used to define space without deterring access to public realm areas. On the outer boundaries more rural post and rail fencing is proposed. Overall the proposed boundary treatments are considered acceptable.

Street lighting and seating will be incorporated into the scheme, however, these elements would be subject to further details via planning conditions that were attached to the outline consent.

(iv) Affordable Housing

The original grant of outline planning permission was subject to a Section 106 legal agreement that, (amongst other matters), stipulated that 30% of the dwellings shall be affordable housing. This equated to 38 of the 125 units being designated as affordable.

This application does not propose to change the overall number of houses on site and the affordable housing provision will remain the same. The affordable units are spread around the development site and comprise of a wide range of unit types and sizes. This accords with the principles of creating balanced and mixed communities and provides a cohesive and balanced form of development. On this basis it is considered that the development would enable appropriate levels and types of affordable housing, and complies with the relevant policies in this respect.

(v) Residential amenity

As has been highlighted above, amended plans have been received from the applicant. One of the concerns raised by officers during consideration of the original plans, was with regard to the layout of the units, creating a significant overlooking impact into the private amenities of the neighbouring properties of 57 and 59 Horndean Road. The amended plans have repositioned the properties on the eastern boundary, in terms of the relationship with 59, the layout has repositioned the estate road to run parallel with the boundary, and is set back approximately 3m from the boundary wall. The proposed dwellings are now located approximately 18.5 metres from the boundary wall and 20 metres from the house itself. As such given the revised layout, in terms of distances it is considered that the development would not have a significant adverse impact on the amenities of 59 Horndean Road, in terms of overlooking, overbearing or loss of sunlight/daylight to justify a reason for refusal on this issue.

In terms of the relationship with 57 Horndean Road, the proposed dwellings have been repositioned, so that no rear elevations, and associated windows would be orientated towards the property or garden of the neighbouring properties. The closest proposed property is Plot 97, which would have a proposed side elevation set back approximately 6.5metres from the boundary, and 7.5 m from the side elevation of this property itself. Given that this proposed unit would be set back behind the rear elevation of 57 Horndean Road, a section plan was requested in order to understand the relationship in terms of levels between the properties. These proposed levels were agreed as part of the outline permission, and therefore provides an appropriate tool to assess the impact on residential amenity. The section plan indicates that plot 97 would have a ridge height of 7.6 metres and an eaves height of approximately 5.3 metres. The proposed landscaping scheme proposes a landscape buffer, which would consist of some trees along the boundary, above the existing 1.8m/2m boundary wall. The landscaping scheme at this point is designed to filter views, and not to screen out the proposal, as to provide such a buffer would result in further loss of sunlight/daylight to the rear garden of the no.57.

It is considered that in terms of the impact on 57 Horndean Road, it is acknowledged that the development would result in some loss of sunlight/daylight to this property.

However given the degree of separation, and that no.57 has a large garden area, with a second private amenity area, comprising a decked patio area also being at the rear (south) part of the garden, that the development would not result in a significant loss of sunlight/daylight or overbearing impact to justify a reason for refusal on this issue.

In terms of overlooking, as outlined above, the revised plans have reoriented the dwellings so that no immediate rear elevation or windows would overlook the private amenity area of no.57, which comprises a patio area immediately to the south of the rear elevation of this dwelling. The revised side elevation of plot 97, does not propose any windows in the side elevation facing this property, and a condition is attached to prevent any further opening on the side elevation of plot 97. As such it is considered that the amended plans have overcome the concerns of the Local Planning Authority regarding overlooking, and that the development would not result in significant direct overlooking to justify a reason for refusal on this matter.

(vi) Highway and Transportation Matters

The overall issue of access was considered at the outline planning application stage and approved the two accesses from Horndean and Southleigh Road. In terms of the general internal layout, the Council's Development Engineers raised no objections upon the submission of revised plans which overcame their initial concerns. The overall layout is legible, sufficient vehicle parking is provided to meet adopted parking standards. Furthermore through the submission of vehicle tracking plans, it has been demonstrated that the development would provide for safe turning within the development.

Parking provision is provided to the front/side 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 within view of neighbouring properties.

The applicant has producing a revised cycle path plan, following concerns raised by the Highway Engineer, about it not being a direct route, which would have full public access. The revised plan shows the route a cyclist could take if travelling north to south within the site. The route will continue along the drive between plots 85 - 88, rather than deviate onto the public footpath, or be forced to go around the internal road layout of the development. As such the proposed 3 metre width of the route remains appropriate for cycle users along its length. This route is secured to be used by the public through the S106 legal agreement on the outline, in addition a condition is proposed to ensure that the route is implemented in accordance with these revised details, and that appropriate suitable 'finger' directional signs are installed to guide cyclists and pedestrians to this route. Furthermore, the access path to the south of the site has been increased in width to that of a shared footpath/ cycle access to allow for a future link to the cycle network south of the site; this is also secured within the legal agreement to ensure that the route remains open to the public and not just residents.

(vii) Ecology

This application is within close proximity to the Chichester Harbour Site of Special Scientific Interest (SSSI). This site is also part of the Solent Maritime Special Area of Conservation (SAC), the Chichester and Langstone Harbours Special Protection Area (SPA) and Chichester and Langstone Harbours Ramsar Site which is a wetland of international importance under the Ramsar Convention. Natural England was consulted to this regard and they advised that the proposal is not likely to have a

significant effect on the interest features for which the above SSSI/SAC/SPA/Ramsar sites are designated, either alone or in combination with other plans or projects, this was also the conclusion reached on the outline application.

The Council's Consultant Ecologist has considered the information submitted with this reserved matters application, which is accompanied by an Ecological Mitigation and Enhancement Plan (ACD, March 2017) which provides a basic strategy for addressing ecological issues on site to satisfy Condition 19 of APP/14/00547. In summary, whilst containing some useful information the submitted plan does not provide a usable document for site operatives to follow. In order that ecological matters are addressed in a robust manner they should ideally be incorporated with any technical reports/specifications for both wetland creation/management and landscaping. The applicant has advised that they are currently revising this document and this would be dealt with by the submission of details for condition 19 of APP/14/00547. As such given that this issue can be controlled through these means, it is considered that this issue can be mitigated and suitably addressed. The full discharge of the planning condition relating to the outline planning permission is a separate matter and does not prejudice the determination of this application.

(viii) Drainage and Flooding

The Sustainable Urban Drainage System is subject to conditions set out in the outline planning permission and the Section 106 Agreement. The applicants are seeking to discharge this condition, under the discharge for the conditions under the outlined consent at this time.

The Environment Agency and HBC Drainage Engineer have been consulted with regard to the submitted layout and neither have raised concerns with regard to flooding. The current application supports the approach identified within the outline consent for the site and the outflows from the site still accord with the outline Flood Risk Assessment. The full discharge of the planning condition relating to the outline planning permission is a separate matter and does not prejudice the determination of this application.

(ix) Community Infrastructure Levy (CIL) and Section 106 obligations

The CIL liability for this site currently stands at £1,468,216.94 - this does not include Mandatory Social Housing Relief. The outline planning permission for the construction of 125 residential dwellings was subject to a Section 106 Agreement. Financial contributions were calculated on the number of units proposed and on the mitigation measures required to support the development. The agreed S106 also includes clauses relating to:

Off site highway works

The provision of a Residential Travel Plan;

Payment of a Travel Plan Bond, Monitoring Fee and Approval Fee

The management arrangements for new roads, including street cleaning and streetlighting;

A contribution in respect to the Solent Recreation Mitigation Partnership

A contribution of £632,125 towards education

On site open space management and maintenance arrangements;

Design and specification of SUDS system and Wetland Retention Area including future management arrangements and Construction Bond;

A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or

any other arrangement to secure the operation of the sustainable urban drainage scheme and the Wetland Retention Area throughout its lifetime;
 Securing public rights of way and gaining access within the site to the public open space and to cycle/pedestrian routes;
 The provision of an access point through the development to the southern boundary of the site; to not prejudice the provision of a future footpath/cycle way to recreation ground
 That the levels of the Flood Compensation area are maintained
 That a minimum 30% of dwellings are made available as affordable housing in accordance with Council policy;
 Affordable housing units to be integrated and compatible with the design of Open Market Housing Units;
 Phasing of the affordable housing provision;
 Design standards for the affordable housing;
 Long term management arrangements for the affordable housing;
 Nomination arrangements for the affordable housing
 Tenure mix for the affordable housing;
 Maintenance of the drainage ditches, attenuation area and related features.
 Management of the site and facilities arrangements including Management Entity set up to maintain and manage open spaces within the residential development, SUDS and Wetland Retention Area at the outline stage.

(x) Other issues

Residents have raised objections to the principle of development and the adverse impact on the highways network. As has been outlined, this is a reserved matters application and the principle for the 125 dwellings has been firmly established, in addition the impact on the highway network, including the proposed access points which were agreed under the outline planning consent.

Further concerns have been raised with regard to proposed alleyways to the side and rear of some dwellings in regard to the requirements of Designing out Crime. However, it is considered that these alleyways are for the private use for a very small number of dwellings and that the design is acceptable.

8 Conclusion

In conclusion, the reserved matters (layout, scale, appearance and landscaping) are considered to have been appropriately addressed. The appearance of the development including the detailed design of the buildings is considered acceptable in terms of its existing residential context and the rural environment beyond.

The proposals have been carefully assessed in terms of their impact on existing residents and amended plans have been received to help protect existing residents amenities. The development would meet the Councils design guidance.

Landscaping proposals are considered to be acceptable and would retain important existing trees and hedges and provide suitable additional tree planting and green landscaping. Hard landscaping follows appropriate design principles and includes materials of different types to reflect the intensity of uses in different parts of the site.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT APPROVAL OF RESERVED MATTERS** for application APP/17/00358 subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
 - S101 Location Plan
 - S102 Site Survey
 - C201 REV: A Coloured Site Layout
 - P201 REV: F Site layout
 - P202 Boundary Layout
 - P203 Building Materials Layout
 - P204 REV: A -Surface Materials Layout
 - P205 Tenure Layout
 - P206 Refuse Strategy Layout
 - P207 Palm 2B4P House - Floor Plans
 - P208 Palm 2B4P House - Elevations
 - P209 Olive 2B4P Terrace - Floor Plans (plots 13-15)
 - P210 Olive 2B4P Terrace - Roof Plan (plots 13-15)
 - P211 Olive 2B4P Terrace - Elevations (plots 13-15)
 - P212 Olive 2B4P Terrace - Elevations (plots 13-15)
 - P213 Chestnut 2B4P House - Floor Plans
 - P214 Chestnut 2B4P House - Elevations
 - P215 Birch 3B5P House - Floor Plan
 - P216 Birch 3B5P House - Elevations
 - P217 Japonica 3B5P House - Floor Plans (version 1)
 - P218 Japonica 3B5P House - Elevations
 - P219 Japonica 3B5P House - Floor Plans (version 2)
 - P220 Japonica 3B5P House - Elevations
 - P221 Japonica 3B5P House - Floor Plans
 - P222 Japonica 3B5P House - Elevations
 - P223 Walnut 4B6P House - Floor Plans
 - P224 Walnut 4B6P House - Elevations
 - P225 Rowan 4B6P House - Floor Plans
 - P226 Rowan 4B6P House - Elevations
 - P227 Acacia 4B6P House - Floor Plans
 - P228 Acacia 4B6P House - Elevations
 - P229 Alder 4B6P House - Floor Plans
 - P230 Alder 4B6P House - Elevations
 - P231 Yew 4B6P House - Floor Plans
 - P232 Yew 4B6P House - Elevations
 - P233 2B4P S01 AFF Terrace (plots 37-39, 110-112)
 - P234 2B4P S01 AFF Terrace - Roof plan
 - P235 2B4P S01 AFF Terrace of Three - Elevations
 - P236 2B4P S01 AFF Terrace - Elevations
 - P237 2B4P S01 AFF Terrace of Four - Plan
 - P238 2B4P S01 AFF Terrace - Roof plan
 - P239 2B4P S01 AFF Terrace of Four - Elevations
 - P240 2B4P S01 AFF Terrace - Elevations
 - P241 3B5P S02 AFF Semi - Plans (plots 48-51, 89-92)
 - P242 3B5P S02 AFF Semi - Elevations
 - P243 4B6P S03 AFF Semi - Floor Plans (plots 117-8)

P244 4B6P S03 AFF Semi - Roof
 P245 4B6P S03 AFF Semi - Elevations
 P246 4B6P S03 AFF Semi - Elevations
 P247 Block Plan Plots 44 to 46 - Plans
 P248 Block Plan Plots 44 to 46 - Roof
 P249 Block Plan Plots 44 to 46 - Elevations
 P250 Block Plan Plots 44 to 46 - Elevations
 P251 Block Plan Plots 20 to 25 - Plans
 P252 Block Plan Plots 20 to 25 - Roof
 P253 Block Plan Plots 20 to 25 - Elevations
 P254 Block Plan Plots 20 to 25 - Elevations
 P255 Block Plan Plots 16 to 18 - Plans
 P256 Block Plan Plots 16 to 18 - Roof
 P257 Block Plan Plots 16 to 18 - Elevations
 P258 Block Plan Plots 16 to 18 - Elevations
 P259 Block Plan Plots 34 to 36 & 123 to 125 - Plans
 P260 Block Plan Plots 34 to 36 & 123 to 125 - Roof
 P261 Block Plan Plots 34 to 36 & 123 to 125 - Elevs
 P262 Block Plan Plots 34 to 36 & 123 to 125 - Elevs
 P263 Block Plan Plots 40 to 43 - Plans
 P264 Block Plan Plots 40 to 43 - Roof
 P265 Block Plan Plots 40 to 43 - Elevations
 P266 Block Plan Plots 40 to 43 - Elevations
 P267 Block Plan Plots 72 to 76 - Plans
 P268 Block Plan Plots 72 to 76 - Roof
 P269 Block Plan Plots 72 to 76 - Elevations
 P270 Block Plan Plots 72 to 76 - Elevations
 P271 Garden Depth Layout
 P272 Site Sections 1 & 2
 P170 Ancillary Buildings - Single Garages
 P171 Ancillary Buildings - Double Garages
 P172 Ancillary Buildings - Double Garage (Version 2)
 P173 Ancillary Buildings - Triple Garage
 P175 Boundary Details - Walls and Fences
 Design and Access Statement - Revision A
 500-05-01 REV C- DRAINAGE STRATEGY SHEET 1 OF 3
 500-05-02 REV C - DRAINAGE STRATEGY SHEET 2 OF 3
 500-05-03 REV C DRAINAGE STRATEGY SHEET 3 OF 3
 BELL21129-03C Sheet 1 of 2 - Tree Protection Plan
 BELL21129 - 03C Sheet 2 of 2 - Tree Protection Plan
 BELL21129 11C - sheet 1 - Landscape proposals
 BELL21129 11C - sheet 2 - Landscape proposals
 BELL21129 11C - sheet 3 - Landscape proposals
 BELL21129 11C - sheet 4 - Landscape proposals
 BELL21129 11C - sheet 5 - Landscape proposals
 BELL21129 11C - sheet 6 - Landscape proposals
 BELL21129 11C - sheet 7 - Landscape proposals
Reason: - To ensure provision of a satisfactory development.

- 2 Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall not be occupied until all cycle paths and footpaths shown on plan P204 Revision A have been completed in accordance with the approved layout and materials, and are available for public access.
Reason: To ensure the provision of a cycle and pedestrian route in the new

development to encourage alternatives to the private car having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 3 Unless otherwise agreed in writing with the Local Planning Authority, the development hereby permitted shall not be occupied until:
- (a) details of the proposed cycle route signage through the site have been submitted to and agreed in writing with the Local Planning Authority; and
 - (b) the approved signage has been installed on the site.
- Such approved signage shall remain in place at all times thereafter.

Reason: To ensure the provision of a cycle and pedestrian route in the new development to encourage alternatives to the private car having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no additional windows / doors or other openings shall be constructed within the east facing elevation of unit 97 without the prior written approval of the Local Planning Authority.

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