

Mr K Mitra
Genesis Town Planning Ltd
26 Chapel Street
Chichester
PO19 1DL

For: Mr Brown
Telstar Ltd

**The Town and Country Planning (Development Management Procedure) (England)
Order 2015
Grant of Planning Permission**

Application Number: APP/19/01226

Site Address: Land west of Coldharbour Farm Road, Emsworth

Proposal: Construction of 44 dwellings with access, open space, landscaping and associated work and diversion of footpath No. 71 to the west

Further to your application received on 13 December 2019 (which was valid from 21 January 2020) Havant Borough Council, as Local Planning Authority **Grants Planning Permission** for the above proposal in accordance with the submitted plans and particulars as detailed below.

This permission is subject to compliance with:

- (i) The plans and other documents submitted with regard to your application; and
- (ii) The following conditions:

Conditions:

1 General

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:

Architects Plan

Location Plan - Drawing No. P0768-RHP-ET-ZZ-PL-A-1000 P2
Proposed Site Plan - Drawing No. P0768-RHP-00-ZZ-PL-A-1003 P7
Proposed Site Plan, showing Affordable Housing - Drawing No.
P0768-RHP-00-ZZ-PL-A-1003 P6

Our Ref: APP/19/01226

Block Plan - Drawing No. P0768-RHP- 00-ZZ-PL-A-1001 P7
 Access Design, showing road layout and levels – Drawing No. 5314/1001 Rev B
 Access Design, Surface Water Drainage Strategy – Drawing No 5314/1002 Rev C
 General Arrangement Plan – Drawing No. 5314/006 Rev H
 House Type Block A1 (2B4P) Proposed Floorplans and Elevations Unit GIA - 79m2 -
 Drawing No. P0768-RHP-ZZ-XX-DR-A-2001 P1
 House Type Block A2 (2B4P) Proposed Floorplans and Elevations Unit GIA - 79m2 -
 Drawing No. P0768-RHP-ZZ-XX-DR-A-2002 P1
 House Type Block B1 (3B5P) Proposed Floorplans and Elevations Unit GIA - 94m2 -
 Drawing No. P0768-RHP-ZZ-XX-DR-A-2003 P1
 House Type Block B2 (3B5P) Proposed Floorplans and Elevations Unit GIA - 94m2 -
 Drawing No. P0768-RHP-ZZ-XX-DR-A-2004 P1
 House Type Block B3 Proposed Floorplans and Elevations Unit GIA - 94m2 -
 Drawing No. P0768-RHP-ZZ-XX-DR-A-2005 P1
 House Type C (4 bed 6 person) Proposed Floorplans and Elevations Unit GIA -
 121.6m2 - Drawing No. P0768-RHP-ZZ-XX-DR-A-2006 P1
 Apartment Type Block D (1B/2P) Proposed Floorplans and Elevations Unit GIA -
 (GRD) 54m2 (1ST) 60.5m2 - Drawing No. P0768-RHP-ZZ-XX-DR-A-2007 P2
 House Type Block E1 (3B5P) Proposed Floorplans and Elevations Unit GIA - 94.5m2
 - Drawing No. P0768-RHP-ZZ-XX-DR-A-2009 P1
 House Type Block E2 (3B5P) Proposed Floorplans and Elevations Unit GIA - 94.5m2
 - Drawing No. P0768-RHP-ZZ-XX-DR-A-2009 P1
 Tree Retention and Protection Plan - Drawing No. LLD1726-ARB-DWG-002
 Tree Constraint Plan - Drawing No. LLD1726-ARB-DWG-01 01

Documents

Application form
 Arboricultural Impact Assessment and Method Statement dated June 2019
 A Pre-Determination Archaeological Evaluation dated June 2019
 Letter dated 23 September 2019 from Genesis Town Planning
 Design & Access Statement Land to the West of Coldharbour Farm Road,
 Emsworth
 Transport Assessment dated July 2019
 Framework Travel Plan dated September 2019
 Energy Statement dated 2019
 Planning Statement dated July 2019
 Minerals Assessment dated July 2019
 Noise Assessment dated August 2020
 Amended Flood Risk Assessment, FRA.5 dated September 2022
 Flood Modelling Report dated February 2022
 Hydrology Report P02 dated February 2021
 Existing Trees Schedule and Schedule of Tree Works, dated 19 June 2019
 Air Quality Assessment dated July 2019
 Contamination Land Assessment Phase 1 Desk Study dated June 2019
 European Site avoidance & mitigation checklist, dated 6 January 2020
 LLFA - SWM Developer's checklist
 Landscape Design Strategy
 Landscape & Visual Impact Assessment, dated 1/7/19
 Ecological Impact Appraisal, July 2019
 Ecological Mitigation & Enhancement Statement, dated 8/4/20
 Ecological Mitigation & Enhancement Statement, dated 11 June 2020
 Nitrogen Nutrient Assessment dated 25/10/22
 Occupancy calculator 25/10/22
 Updated European Site avoidance and mitigation checklist
 Grazing Agreement
 Email form agent dated 18 December 2020
 Minerals Assessment Appendices

Reason: - To ensure provision of a satisfactory development.

- 3 The development hereby approved shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the approved Ecological Mitigation & Enhancement Statement dated June 2020 produced by Lizard Landscape Design and Ecology unless agreed in writing by the Local Planning Authority. Any such measures shall be implemented in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority. Details of the implementation of all ecological mitigation, compensation and enhancement features shall be reported to the Local Planning Authority in writing within one month of their completion.

Reason: To provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, National Planning Policy Framework, NERC Act 2006 and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.

- 4 Reasonable vigilance for the presence of contamination and soil hazards shall be maintained during all groundwork. In the event that any suspected contamination (obviously contaminated / stained or discoloured soil / groundwater) or any significant buried waste material is encountered (especially metallic objects which might comprise barrels or tanks, vehicles or ordnance), works in affected areas of the site shall cease until the Local Planning Authority has been notified of the discovery, and a scheme to deal with the risks associated with the suspected contamination has been submitted to- and approved in writing by- the Local Planning Authority.

The scheme may take a proportionate approach to the degree of formality adopted and may comprise separate results / reports / statements as appropriate, but unless specifically excluded by agreement shall include;

1. Investigation in the vicinity of the suspect material, sufficient to characterise its nature, likely extent & mobility,
 2. An appropriate assessment of the risks to all receptors that may be affected, based upon 1), and;
 3. Where potentially unacceptable risks are identified by 2), a Remediation / Risk Management Strategy that includes appropriately considered remedial objectives and clearly defined proposals for achieving these, having due regard to sustainability
- All investigation, assessments & other actions required by 1)-3) above (and B, below) shall be undertaken by competent persons, and the findings presented in a written format. The scheme shall be implemented as approved.

Prior to the occupation of any relevant part of the permitted development, EITHER of the following shall be submitted to the Local Planning Authority;

- A) A written statement confirming that no suspected contamination was identified during development, OR;
- B) Documentation in accordance with 1)-3) above; together with a Verification Report (where appropriate) demonstrating that remediation objectives have been met.

Reason: The site is located adjacent to a potentially contaminating land use (retail sales of petrol, and HGV parking / servicing facilities). The site has not previously been developed, and could be associated with previously unrecorded deposits of waste materials to land. Havant Borough is a low-moderate risk with respect to ordnance (UXO/UXB), with undeveloped sites representing an elevated risk of undiscovered / unrecorded UXO / strikes. This condition requires proportionate management of these low risks to the health of future occupants of the development, in line with DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of

- 5 The development hereby approved shall proceed in strict accordance with the Noise Assessment dated 20 August 2020, with the noise mitigation measures (ventilation and glazing scheme) installed, maintained and retained thereafter, unless otherwise agreed in writing with the Local Planning Authority.
Reason: In the interests of the amenities of the occupiers of the development and having due regard to policies DM10 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 6 In the event, that the link to the Service Station to the west is secured, details of the gate opening in the west boundary fence from the foot/cycleway shall be submitted to in writing to the Local Planning Authority for approval. The approved scheme shall be fully implemented within 3 months of the approval.
Reason The development of the site provides the opportunity to create a new foot/cycleway link to the service station to the west of the site, having regard to Policy UE37 of the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework.
- 7 The development hereby approved shall be carried out in accordance with the submitted flood risk assessment reference "MT-5314-FRA.5R" dated September 2022 and the updated "West Brook, Emsworth fluvial flood risk modelling report" by JBA Consulting dated September 2022. The following approved details as set out in these documents shall be fully implemented:
- Approved finished floor levels within the development; minimum level of 6.1m AOD.
 - The approved access road culvert crossing, as set out in drawing reference 5314/1001 rev. A B;
 - Approved development road levels; between 6.91m AOD and 7.84m AOD as Section 2.25 states.
 - The approved flood storage compensation size; 1,800m²
 - The approved Proposed Development Scenario 4; culvert details as set out in Section 2.33
- These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.
Reasons To ensure access and egress to and from the site is safe for the lifetime of the development. To reduce the risk of flooding to the proposed development and future occupants. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. In accordance with Policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework
- 8 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Our Ref: APP/19/01226 Classes A, B and E Schedule 2, Part 1 of the Order shall be carried out without the prior written consent of the Local Planning Authority.
Reason: In the interests of the amenity of neighbours and parking provision having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

9 **Pre-Commencement**

Prior to any demolition, construction or groundwork commencing on the site the approved tree protective measures, including fencing and ground protection, as shown on the approved Arboricultural Impact Assessment and Method Statement dated 27 June 2019 and Tree Retention and Protection Plan shall be fully implemented. The development shall be carried out strictly in accordance with the submitted details.

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

- 10 Prior to development commencing details of the utility services shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority

Reason: To safeguard the continued health and presence of such existing vegetation and trees and to protect the amenities of the locality and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 11 No development hereby permitted shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority. No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems. 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.

- 12 No development hereby permitted shall commence until a surface water drainage scheme for the site has been submitted to, and approved in writing by the Local Planning Authority. The surface water drainage scheme for the site, shall be based on the principles within the Flood Risk Assessment ref "MT-5314-FRA.5R" dated September 2022 which includes the updated "West Brook, Emsworth fluvial flood risk modelling report" by JBA Consulting dated September 2022 and shall include

- a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.
- b. Detailed engineering drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.
- c. Exceedance plans demonstrating the flow paths and areas of ponding in the

event of blockages or storms exceeding design criteria.

d. Details of how the SUDS features and outfalls will be designed to be as natural as possible and maximise ecological benefit.

e. Materials plans.

f. Cross sections for all attenuation ponds, swales, headwalls, underground attenuation (cellular storage) and outfalls into a main river.

g. Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving surface waters.

h. A scheme to treat and remove suspended solids from surface water run-off during construction works.

The development shall be carried out strictly in accordance with the approved details.

Reason: To safeguard the amenities of the locality and ensure that all such drainage and flood 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.

13 No development shall take place until a detailed Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. This CEMP shall include details regarding:

- The proposed construction traffic routes to the site, to be identified on a plan and their management and control;
- Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800) periods);
- An estimate of the daily movement of the construction traffic, profiled for each construction phase, identifying the peak level of vehicle movements for each day; the hours of construction work and deliveries;
- The provision of long term facilities for site operatives, contractors' and visitors' parking, including on site turning provision; area(s) for the loading and unloading of plant and materials;
- Measures to prevent mud being deposited on the highway;
- Adequate provision for addressing any abnormal wear and tear to the highway, and
- a programme for construction.
- Area(s) for the storage of temporary buildings, construction material and plants storage;
- Details of wheel washing facilities;
- The mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes; a scheme to minimise dust emissions arising from construction activities on the site; The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
- Details of waste management arrangements;
- The storage of materials and construction waste, including waste recycling where possible;
- The storage and dispensing of fuels, chemicals, oils and any hazardous materials (including hazardous soils);
- The proposed maintenance and aftercare of the site;
- Details of drainage arrangements during the construction phase

identifying how surface water run-off will be dealt with so as not to increase the risk of flooding to downstream areas as a result of the construction programme;

- Risk Assessments and Method Statements for the works;
- Contact of personnel responsible for the construction works;
- The Mitigation of Construction Activities as set out in Table 16 of Air Quality Assessment of Lustre Consulting dated July 2019;
- Soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for use;
- Details of the size and location of the construction site compound to be established and the access arrangements to this;
- Protection of pedestrian routes during construction and provision of advance signage;
- Details of how the footpath will be safely exercisable by the public after the footpath realignment and surfacing works but whilst the remainder of the site is being built out.
- A programme of and phasing of demolition (if any) and construction work;
- Details of methods for pollution control to ensure that no pollution, such as debris from dust or surface run off, is able to enter the water;
- Details on how sediment/concrete/other debris that may be accidentally released during construction will be captured to prevent entering the water debris from dust or surface run off, is able to enter the water;
- Details of how noise, visual and vibrational disturbance will be controlled; and
- Any percussion piling or works with heavy machinery (i.e. plant resulting in a noise level of excess of 69dbA_{max} - measured at the sensitive receptor) shall not be undertaken during the over wintering. (i.e. October to March inclusive). The sensitive receptor is the nearest point of the SPA or any SPA supporting habitat (e.g. high tide roosting sites).
- A list of defined potential impacts on the SAC, SPA & SSSI;

The approved CEMP shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To mitigate any adverse impact from the development on the A27 and to ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety having due regard to Policies CS16 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. Furthermore, to mitigate any adverse impacts on ecology, the water environment and residential amenity, having due regard to Policies CS11, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

- 14 No development shall take place until details of the finished ground and floor levels have been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the internal site layout is designed and implemented in a satisfactory manner, having regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2021.

- 15 No development shall commence until details of the proposed site levels, materials, drainage design, landscaping and street lighting have been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the internal site layout is designed and implemented in a satisfactory manner having due regard to Policies CS16 and DM 12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

16 **Above Slab Level**

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

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2021. regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2021.

- 17 Notwithstanding any description of landscaping shown on the Landscape Strategy Plan no above ground construction works shall take place until a soft landscape scheme including submission of fully annotated plans at sufficient scale to identify species of individually planted trees, shrubs, hedges, marginal, bulbs and any areas of turfing has been submitted to and approved in writing by the Local Planning Authority. This shall incorporate the planting of new trees along the western boundary of the retained SINC to create a wildlife corridor. Planting areas should show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs and plant specification schedules, comprising plant size, number and density.

The information shall also include:

Hard landscape details requiring submission of fully annotated plans at sufficient scale that comprise the proposed range of coloured and textured surfacing treatments, which identify:

- hard surfacing material type / product reference and colour
- laying bond
- edging or kerb detail / type

- 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.

The approved landscaping scheme shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following first occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

18 **Prior to Occupation**

No dwelling hereby permitted shall be first occupied anywhere on the site until the road(s) serving that dwelling have been laid to at least base course, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To avoid excess soil being deposited on the existing roads and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 19 Prior to occupation the full details of the installation of lighting and its location, which shall include a lighting contour plan, shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification.

Reason: To mitigate any adverse impact from the development on the A27 and ecology on the site. To ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and having regard to Policy CS20 and the National Planning Policy Framework

- 20 Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any dwellings. The submitted details shall include:

- a. Maintenance schedules for each drainage feature type and ownership.
- b. Details of protection measures.

Reason: To safeguard the amenities of the locality, to mitigate any adverse impact from the development on the A27 and ensure that all such drainage provision is constructed to an appropriate standard and quality and to satisfy the reasonable requirements of road safety, to ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety 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.

- 21 Prior to the occupation of the development, the acoustic fence hereby approved under Drawing No. 5314/006 H shall be carried out in accordance with the Acoustic Fence Detail unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained in a wholly sound and effective condition.

Reason: To protect the amenities of the occupiers of the development from noise and disturbance from the A27 to the south having due regard to Policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2021.

- 22 Prior to occupation details of the bollards on the cycle/footpath as shown on Drawing No. P0768-RHP-ZZ-XX-DR-A-1003 P7 shall be submitted to the Local Planning Authority in writing for approval. The approved bollards shall be provided prior to the occupation of the first 25 dwellings constructed and thereafter retained and maintained in that position.

Reason: To ensure the safety of pedestrians and cyclists using the cycle/footpath and having due regard to policy DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2019.

- 23 The development hereby permitted shall not be occupied until:
- (a) A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; and
 - (b) All measures necessary to meet the approved water efficiency calculation have been installed.
- Reason:** There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.
- 24 Prior to the occupation of the development full details of the Electrical Vehicle Charging points, the superfast broadband, secure drop-off boxes and water butts shall be submitted in writing to the Local Planning Authority for approval. Where relevant, the details shall include samples, location and / or a full specification of the materials to be used externally on the buildings. Only the materials so approved shall be used, in accordance with any terms of such approval, unless otherwise agreed in writing by the Local Planning Authority. The Charging Points, superfast broadband, secure drop-off boxes and water butts shall be installed prior to the occupation of each individual dwelling and retained at all times thereafter.
- Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and Policy IN3 of the Pre-Submission Havant Borough Local Plan and the National Planning Policy Framework.
- 25 Prior to occupation of the development hereby approved, details of the bat and bird boxes to be installed on the building shall be submitted to and approved in writing by the Local Planning Authority. The approved bat and bird boxes shall be installed in full accordance with the approved details before the occupation of the dwellings and retained their after, unless otherwise agreed in writing by the Local Planning Authority.
- Reason:** In the interests of nature conservation and biodiversity net gain and having due regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011

Following occupation

- 26 At all times following occupation of the development hereby approved, all measures for water usage within the submitted nutrient budget shall be maintained in the development in perpetuity.
Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011
- 27 Prior to occupation details of those plots to have Photovoltaic Panels installed in the roofs shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved details prior to the occupation of the properties to have the Photovoltaic Panels installed.
Reason In the interests of energy efficiency and having due regard to Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Other Important Information:

- (1) This notice only relates to the decision of Havant Borough Council as Local Planning Authority under the Town and Country Planning Acts. It does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.
- (2) Your attention is drawn to the attached information regarding firstly your right to appeal to the Planning Inspectorate, if you are aggrieved by the Council's decision, and secondly the rights of an owner to, in certain circumstances serve a purchase notice on the Council. See www.planningportal.gov.uk/pcs.
- (3) Any failure to adhere to the details of the approved plans, and other documents or to comply with any conditions listed above may lead to enforcement action being taken by the Council. If you wish to depart from the approved details or conditions in any way you should contact the Planning and Development service at the Plaza or by telephoning 023 9244 6015.
- (4) In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:
 - Offering a pre-application advice service, and
 - Updating you of any issues that may arise in the processing of your

application and where possible suggesting solutions, and,

In this instance:

- You sought and were provided with pre-application advice,
- You were updated about issues after the initial site visit.

- (5) A formal application for connection to the public sewerage system is required in order to service this development, Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link
<https://beta.southernwater.co.uk/infrastructure-charges>

(6) **Network Rail - Observations**

After careful consideration of the above planning application Network Rail has the following observations to make;

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

- Encroach onto Network Rail land
- Affect the safety, operation or integrity of the company's railway and its infrastructure
- Undermine its support zone
- Damage the company's infrastructure
- Place additional load on cuttings
- Adversely affect any railway land or structure
- Over-sail or encroach upon the air-space of any Network Rail land
- Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space

to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any

embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted: Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Pados*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Crataegus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (Shrubby *Salix*), Thuja *Plicatata* "Zebрина"

Not Permitted: Alder (*Alnus Glutinosa*), Aspen – Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

Vehicle Incursion

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Network Rail strongly recommends the developer contacts

AssetProtectionsWessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>

Officer comment: the above response from Network Rail has been forwarded to the applicant's agent for their information and would be an informative on the permission, if granted.

(7) Natural England's advice

Wherever possible, percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) should be avoided during the bird overwintering period (i.e. October to March inclusive). If such a condition is problematic to the applicant than Natural England will consider any implications of the proposals on the SPA bird interests on a case by case basis through our Discretionary Advice Service. Note: The sensitive receptor is the nearest point of the SPA or any SPA supporting habitat (e.g. high tide roosting site).

(8) Environmental Permit

Planning permission does not remove the requirement for an Environmental Permit. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if its a tidal main river) and you don't already have planning permission.

Some of the proposed activities in this development are located within 8 metres of a main river designated by the Environment Agency. Under the terms of the Environmental Permitting (England and Wales) Regulations 2016, the proposed works will require the prior written permission of the Environment Agency in the form of a Flood Risk Activity Permit (FRAP).

For further guidance please visit

<https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03702 422 549 (Monday to Friday 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity

(9) Ordinary Watercourse Consent

The prior written consent of the relevant Lead Local Flood Authority is required for the erection of any flow control structures, culverting or diversion of ordinary

watercourses, including streams, land drains and ditches.

Please be aware that the Lead Local Flood Authority has up to two months to determine applications for consent made under Section 23 of the Land Drainage Act 1991 and you are therefore advised to contact Hampshire County Council as soon as possible to discuss making an application.

(10) Hampshire County Council, Countryside Team

Within 6 weeks of permission, the Applicant must submit an application to Havant Borough Council to divert part of Havant Public Footpath 71 under the Town and Country Planning Act 1990 Section 257. This application will then need to follow the statutory process and be confirmed prior to any works being undertaken to the existing alignment of Havant Public Footpath 71. This is to ensure the public's highway rights are protected in accordance with the Highways Act 1980 Section 130.

(11) Hampshire County Council, Countryside Team

A specification for the future provision of Havant Public Footpath 71 within the site, being both the actual road crossing and the lengths of path leading to that crossing, must be submitted to Hampshire County Council and its written approval secured prior to any works being undertaken to the future alignment of Havant Public Footpath 71. This is to ensure the future path is provided to the appropriate standards for the public's safety and convenience.

(12) Hampshire County Council, Countryside Team

Prior to commencement of works to alter the alignment and surface of Havant Public Footpath 71, the Applicant is required to apply to Hampshire County Council for a Temporary Traffic Regulation Order to temporarily prohibit public use along Havant Public Footpath 71 during the period of works to deliver the future alignment and provision of the path. This is to ensure the public's safety during works on the footpath.

(13) Hampshire County Council, Countryside Team

Prior to commencement of works to alter the alignment and surface of Havant Public Footpath 71, the Applicant is required to prepare and submit to Hampshire County Council for its written approval a Construction Management Plan detailing how the footpath will be made safely exercisable by the public after the footpath realignment and surfacing works but whilst the remainder of the site is being built out. This is to ensure the public's safety during works to deliver the permitted construction.

(14) Hampshire County Council, Countryside Team

When Havant Public Footpath 71 is exercisable by the public, all vehicles entering or leaving the site across the footpath should give way to public users at all times.

(15) Hampshire County Council, Countryside Team

No vehicles, machinery, equipment, materials, spoil, scaffolding or anything associated with the works should be left on or near Havant Public Footpath 71 - these could create a hazard to users, for which the Applicant may be liable, and

amount to an offence of highway obstruction.

(16) Environment Agency

From the FRA

- Finished Floor Levels (FFL's) – The Post Development Scenario 4 (PD4) modelling results show the 1 in 100-year (1% AEP) fluvial flood level climate change (25% calculated) level would be 5.5m AOD at the flood storage area. Therefore, the FFL's shall be set no lower than this level plus a minimum of 600mm of freeboard, a minimum level of 6.1m AOD. However, we expect to see FFL's significantly higher than this due to the site's carriageway being set at over 6.91m AOD as stated in Section 2.25 seen below.
- Access road culvert crossing - Section 2.24 states: With reference to drawing 5314/1001 rev. A, the access road will be set at a level of 6.1m AOD at the location of the culvert crossing.
- Development roads - Section 2.25 states: Along the eastern side of the developed area, the carriageway will be set at a level of between 6.91m AOD and 7.84m AOD.
- Flood storage compensation size - Section 2.30 states: The approximate area of the base of the proposed fluvial flood storage area is 1,800m². Assuming a maximum water depth of 0.65m, the volume of the proposed storage area will be circa 1,170m³.
- Flood storage compensation levels – Section 2.23 states: Scenarios PD2 and PD4 both include the fluvial flood storage area set at a level of 4.85m AOD. During the PD4 scenario, the water depth is predicted as being greater than 0.5m, albeit will not overtop the underground surface water attenuation area which is set at a level of 5.5m AOD. Therefore, the depth of water will not exceed 0.65m, as such the maximum depth (should say level) of water within the attenuation area will be 5.5m AOD.
- Culvert size – Section 2.33 states: In summary, the results of the postdevelopment modelling undertaken by JBA demonstrate that an improved/widened culvert is not necessary. A widened culvert would marginally reduce flood depths downstream, however a greater reduction in flood depth is realised when utilising the existing culvert.
- "Proposed Development Scenario 4" (PD4) consists of – fluvial flood storage area present/ existing culvert retained access road;
 - o ground levels are applied above the cellular storage for private house and road drainage, and
 - o a fluvial flood storage area located at the eastern side of the development site, with associated bank lowering and outlet pipe for drainage
- Access and egress road layout and levels – see Appendix 7 – Drawing No. 5314/1001.
- Map of the Surface Water Drainage Strategy – see Appendix 7 – Drawing No 5314 / 1002.

From the modelling report in Appendix 6

- Flood Storage compensation area design – Section 2.4.2 states: Sloped sides down to the invert of the storage area are proposed, and the eastern side of the storage area would commence 8m beyond the bank of the West Brook watercourse, again with sloped sides to the invert of the storage area. The invert of the storage area would be set at 4.85mAOD. This is 0.15m above the 4.70mAOD indicated in earlier drawings. This higher invert level is required to enable a pipe (modelled as 0.15m diameter) to drain from the base of the storage area to the West Brook watercourse, which at the location of the proposed outlet has an invert level of 4.7mAOD. A flapped outfall is represented to prevent backflow of fluvial water from the watercourse into the storage area. Also see Figure 2-7 for layout.

Modelling results for PD4 scenario (approved) – Section 6.2.1 states: maintaining the

size of the existing culvert acts to encourage greater storage of flood water in the fluvial flood storage area, providing greater reductions in flood depths and extents downstream, including areas of existing development. For the two residual risk scenarios, there are increases in flood depths and extents upstream of the proposed access road, in areas of open space/parkland. Flood maps for the PD4 scenario can be found in Section H. They show the changes in flood depths and extents compared between the baseline and with PD4 elements in place.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements

The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reasons

To ensure access and egress to and from the site is safe for the lifetime of the development. To reduce the risk of flooding to the proposed development and future occupants. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

(17) Environmental Permit

Planning permission does not remove the requirement for an Environmental Permit. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if its a tidal main river) and you don't already have planning permission.

Some of the proposed activities in this development are located within 8 metres of a main river designated by the Environment Agency. Under the terms of the Environmental Permitting (England and Wales) Regulations 2016, the proposed works will require the prior written permission of the Environment Agency in the form of a Flood Risk Activity Permit (FRAP).

For further guidance please visit

<https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03702 422 549 (Monday to Friday 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Ordinary Watercourse Consent

The prior written consent of the relevant Lead Local Flood Authority is required for the erection of any flow control structures, culverting or diversion of ordinary watercourses, including streams, land drains and ditches.

Please be aware that the Lead Local Flood Authority has up to two months to determine applications for consent made under Section 23 of the Land Drainage Act 1991 and you are therefore advised to contact Hampshire County Council as soon as possible to discuss making an application.

- (18) The Local Planning Authority would request that the Highway Authority consider signage and railings as part of the Section 278 negotiations for the divert footpath across the access.

Alex Robinson

Alex Robinson
Executive Head of Place

22 March 2024

**NOTIFICATION TO BE SENT TO AN APPLICANT WHEN A LOCAL
PLANNING AUTHORITY REFUSE PLANNING PERMISSION
OR GRANT IT SUBJECT TO CONDITIONS**

- These notes are for information only and do not purport to set out the law on the subject.
- Only the applicant possesses the right of appeal.

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice and you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.
- If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months [12 weeks in the case of a householder appeal] of the date of this notice, whichever period expires earlier.
- If this is a decision to refuse planning permission for a householder application and you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.
- If this is a decision to refuse planning permission for a minor commercial application and you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.
- If this is a decision to refuse express consent for the display of an advertisement and you want to appeal against your local planning authority's decision then you must do so within 8 weeks of the date of receipt of this notice.
- If this is a decision to refuse consent to work on a tree which is subject to a Tree Preservation Order and you want to appeal against your local planning authority's decision then you must do so within 28 days of the date of this notice.
- If this is a decision to refuse any other type of application and you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- **Appeals can be made online at:** <https://www.gov.uk/appeal-householder-planning-decision> for householder applications; <https://www.gov.uk/appeal-planning-decision> for full applications; <https://www.gov.uk/planning-inspectorate> for anything else.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry, then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.UK.](#)

IMPORTANT NOTICE FOR APPLICANTS WITH REGARD TO BUILDING REGULATIONS

This notice only relates to the decision of Havant Borough Council under the Town and Country Planning Acts. It does not relate to any other application that may be required any other Act, Regulation, Byelaw or Order where the Council's approval may be needed.

For further guidance as the need for consent under the Building Regulations, please telephone Havant Borough Council's Building Control team on:

023 9244 6571

Southern Gas advisory note

In June 2021 SGN issued a comprehensive advisory note

There are a number of risks created by built over gas mains and services; these are:

- Pipework loading - pipes are at risk from loads applied by the new structure and are more susceptible to interference damage.
- Gas entry into buildings - pipework proximity increases risk of gas entry in buildings. Leaks arising from previous external pipework able to track directly into main building from unsealed entry.
- Occupier safety - lack or no fire resistance of pipework, fittings, or meter installation. Means of escape could be impeded by an enclosed meter.

Please note therefore, if you plan to dig, or carry out building work to a property, site, or public highway within our gas network, you must:

1. Check your proposals against the information held at <https://www.linerearchbeforeudig.co.uk/> to assess any risk associated with your development and
2. Contact our Plant Protection team to let them know. Plant location enquiries must be made via email, but you can phone us with general plant protection queries. See our contact details below:

Phone: 0800 912 1722 / Email: plantlocation@sgn.co.uk

In the event of an overbuild on our gas network, the pipework must be altered, you may be temporarily disconnected, and your insurance may be invalidated.

Further information on safe digging practices can be found here:

- Our free Damage Prevention e-Learning only takes 10-15 minutes to complete and highlights the importance of working safely near gas pipelines, giving clear guidance on what to do and who to contact before starting any work
<https://www.sgn.co.uk/damage-prevention>
- Further information can also be found here
<https://www.sgn.co.uk/help-and-advice/digging-safely>

SGN personnel will contact you accordingly.