

Recommendation: **GRANT PERMISSION**

Officer Comment: This is a current planning application likely to be considered at the Council's Planning Committee in due course.

3 Proposal

Creation of new access from Brockhampton Road, to improve access to the yard with new walls with metal railings above and pedestrian and vehicular gates, following the part demolition of existing frontage building, concrete plinth structure and small building within the Conservation Area. The erection of a 2m high wall to northern site boundary.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD 2011

Havant Borough Council Parking SPD

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM16	(Freight Transport)

Havant Borough Local Plan (Allocations) July 2014

DM20	(Historic Assets)
AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Submission Version Havant Local Plan

IN4	(Access onto Classified Roads)
E23	(Air Quality)
E22	(Amenity and pollution)
E20	(Drainage infrastructure in new development)
E1*	(High quality design)
E13	(Historic environment and heritage asset)
IN3	(Transport and parking in new development)

Listed Building Grade: To the south of the site is a Grade II listed building
Conservation Area: Brockhampton

5 Statutory and Non Statutory Consultations

Conservation Officer

Final Comments

The large majority of the existing flint wall along Brockhampton Road would be retained. The section of wall immediately adjacent to the lodge gates is constructed as a modern brick wall. This will be replaced with a new wall, with centralised flint panel details which is more in keeping with the longer stretch of existing flint wall than the existing modern brickwork wall. The section of flint wall to be removed to make way for the new pedestrian and vehicular gates is partially overgrown with vegetation and topped with unattractive, metal grey spiked railings. These will be removed and new railings will be inserted along the new sections of wall featuring flint panels. These railings are required to be painted black which is an improvement to the existing railings. The next section of new wall will also replace a section of existing wall which is covered in overgrowth. The new wall will also feature flint brick panels to reflect the character of the remaining wall along Brockhampton Road.

The lodge was considered in the assessment of the application. Given that the new sections of wall will feature flint brick work panels and the section of wall closest to the lodge will replace a modern brick wall with no flint panelling and that the application would see the removal of the unattractive grey railings, it is considered that the proposal would not be harmful to the character of the conservation area or the adjacent non designated heritage asset.

Further Comments:

The Tanneries are currently part of the Portsmouth water headquarters which is located on West Street. The other entrance is located on Brockhampton Road. The site lies within the Brockhampton Conservation Area.

Also located on Brockhampton Road, are two lodges (No's 6 and 7) which used to form part of the Portsmouth Water site but are now in private residential use. Due to their age and interesting architecture, they are classed as locally listed buildings. To the south of the site is a Grade II listed building – The Old Manor House.

Proposal:

Creation of new access from Brockhampton Road, to improve access to the yard with new walls with metal railings above and pedestrian and vehicular gates, following the part demolition of existing frontage building and concrete plinth structure within the Conservation Area. The erection of a 2m high wall to northern site boundary.

Legislation / Planning Policy:

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area. With regards to local planning policy, the following are relevant:

- Policy CS11 of the Core Strategy

- Policy CP16 (1a) of the Core Strategy
- Policy DM20 of the Allocations Plan
- Emsworth Neighbourhood Plan (adopted July 2021)

Assessment:

The buildings to be demolished are not of heritage value and there is no objection to their loss.

With regards to the new opening, a new wall will be created either side of this comprised of brick, with flint panel sections with railings above. There will be a set of black metal vehicular access gates and a pedestrian gate. The proposed materials (brick and railings) and the inclusion of the flint panels are considered to be appropriate to the context of the conservation area and the proximity / presence of the locally listed heritage assets and the listed building – the Old Manor House, which also have brick boundary walls. Sections of flint wall are in situ along this section of Brockhampton Road.

Overall is considered that the proposal will meet the test to preserve and enhance the character and appearance of the conservation area.

Conclusion – No objection subject to the inclusion of the following conditions:

1. Sample of flint brickwork panel to be provided and agreed prior to construction
2. Metal railings must be finished in black
3. Material sample of brick type / manufacturer to be provided and agreed prior to construction

Southern Water

Please see the attached extract from Southern Water records showing the approximate position of our existing public foul sewer within the development site. The exact position of the public foul sewer asset must be determined on site by the applicant in consultation with Southern Water before the layout of the proposed development is finalised.

Please note:

- The 225 mm public foul sewer requires a clearance of 3 metres on either side of the gravity sewers to protect it from construction works and to allow for future access for maintenance.
- No development or tree planting should be carried out within 3 metres of the external edge of the public gravity sewer without consent from Southern Water.
- No soakaway, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a public sewer.
- All existing infrastructure should be protected during the course of construction works.

Please refer to: southernwater.co.uk/media/default/PDFs/stand-off-distances.pdf.

The impact of any works within the highway/access road on public apparatus shall be assessed and approved, in consultation with Southern Water, under a NRSWA enquiry in order to protect public apparatus. Please send these enquires to Developer.Services@southernwater.co.uk.

Furthermore, it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SuDS).

Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Sewers for Adoption (Appendix C) and CIRIA guidance available here:

water.org.uk/sewerage-sector-guidance-approved-documents/

ciria.org/Memberships/The_SuDS_Manual_C753_Chapters.aspx

Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme.
- Specify a timetable for implementation.
- Provide a management and maintenance plan for the lifetime of the development.

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. 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 design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk

Officer comment: *The plan supplied by Southern Water shows the public foul and surface water sewers to lie within the highway. The creation of the new access will, if anything, improve the spacing around the sewers and thereby increase the clearance for maintenance. As regards SuDS, the agent has confirmed that the existing drainage arrangements for the yard are not proposed to be altered by the development proposed.*

Environment Agency

No comments received.

Environmental Health

I have no objection in principle to this application, but would ask that the following informatives be added to any positive decision notice, if consent were to be granted.

Informatives:

Regarding Hours of Work:

You are hereby requested to ensure that no works or ancillary operations associated with any demolition, excavation, clearance and construction works at the development, which are audible at the site boundary, shall take place on any Sunday or Bank / Public Holiday, nor on any other day except between the following times:

Monday to Friday:

8.00 – 18.00 and Saturday: 8.00 – 13.00.

This is in order to protect the occupants of nearby residential properties from noise and vibration nuisance

Regarding Bonfires:

You are hereby advised to ensure that no bonfires take place on this site, during any phase of the operation i.e. demolition, excavation, clearance and construction works. If you feel you have a legitimate reason for a bonfire, it is recommended you enquire with the Environmental Health Pollution team, at Havant Borough Council, prior to taking this action.

This is in order to protect the occupants of nearby residential properties from smoke nuisance.

Regarding Dust Control:

You are hereby requested to ensure that appropriate measures are employed for the control of any dust that might emanate from demolition, excavation, clearance and construction works. The methods of dust control should be in accordance with the guidance as laid out in the BRE Report 456 - Control of Dust from Construction and Demolition activities.

This is in order to protect the occupants of nearby residential properties from dust nuisance.

Officer comment: *The requisite informatives can be added to the decision notice in the event that permission is granted.*

Hampshire Highways

Final Comments

The proposed access for the service yard located at Brockhampton Road will be subject to S278 design approval. S278 detailed design approval will be given when the proposed works accord with technical checks against the design standards. It is noted that the plans don't indicate pedestrian crossing provision across the bellmouth. This is considered to be necessary and would be a matter for detailed design through the S278 process. I can ensure our area lead within the Highways Development Agreement team is aware of this and include within our handover documentation.

The Highway Authority did consider the neighbouring nursery on Brockhampton Road when responding to the above planning application. Given the low flow of HGV movements into the site and the proposal for what will be a compliant design for the site access, there were no significant reasons for refusing the application based on the location. Especially given the point above regarding provision of an appropriate tactile paving crossing across the proposed access.

The Highway Authority also looked into the latest and most up to date Personal Injury Accident data (PIA) and it was noted that 3 slight accidents occurred between 2015-2020 on Brockhampton Road. These accidents were not pedestrian related and not within close proximity of either the site access or the nursery. In light of that information it was considered there was no existing safety issue within the vicinity of the study area that may be exacerbated by the number of trips produced by the development.

In terms of trips, the Highway Authority used TRICS, an industry standard tool to quantify trip generation for new developments. Although the transport statement does state that no new traffic would be generated, the Highway Authority used TRICS to understand how a new service yard would operate of this scale and size. It was considered that a new development of this size would generate 3-5 HGV trips in the AM and PM peak periods. This equates to one trip every 12 minutes which can be considered to be of little detriment to highway operation and safety. Across a day the site is proposed to generate a total of 24 trips and this equates to 1 trip an hour over the working day. These levels through an appropriate access location couldn't be considered to be severe.

Swept path analysis was requested in order to confirm that the Heavy Goods Vehicles would be able to access and egress the highway in a forward gear safely. Plan no. A118240-TTE-00-00-SK-O-003 P02 was submitted and satisfies these requirements.

When assessing all of the above, it is considered that the principle access layout is acceptable. The proposed use of the access would not generate traffic that would be of significant or severe detriment to the operation and safety of the local highway network.

Comments in relation to Weight Restriction:

I have received further information from our Traffic Management team on the 7.5t weight restriction on Brockhampton Road.

I have attached the TRO document to this email, it is my understanding that it is a public document.

There are a number of exceptions / exemptions on the order and they appear to amount to more than just loading. Therefore I would suggest there is little implication to the planning application / highway consultation response already provided.

Further Comments:

Following the previous Highway Authority consultation response dated 8th January 2021 the applicant has provided further information in the form of swept path analysis drawings 0003-P01 and 0003-P02.

Both swept path drawings submitted show that a HGV would be able to enter the site and egress the site back onto the highway in a forward gear. HGVs would be required to manoeuvre parked vehicles on the highway, however this would be similar to the existing situation if a goods vehicle or HGV were to enter the site through both existing accesses on West Street and Brockhampton Road. There would be no increase in the number of trips to the site over and above the existing situation. As a result of the submitted information to date, the Highway Authority would deem the proposals to be of little detriment to the operation and safety of the local highway network.

The access works can be considered acceptable in principle and will require a Minor Works S278 to be entered into with HCC as Highway Authority, details of which can be found via the following link -
<https://www.hants.gov.uk/transport/developers/constructionstandards>

With regard to the above the Highway Authority would recommend:

No objection subject to following conditions:

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 43 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

Original Comments:

Proposed is the construction of a new access onto the adjacent Brockhampton Road, Havant which is an adopted unclassified road subject to a 30mph speed limit. Visibility splays have been drawn on plan no. SK01 Rev A and show that visibility of 2.4 metres by 43 metres can be achieved commensurate with the speed limit of the road. These can be considered acceptable.

The proposed access arrangement will provide another means of access to the service yard. Service vehicles would utilise this access as a means of access and egress onto the local highway network. To ensure movements in a forward gear can take place adequately, the Highway Authority request tracking of a heavy goods vehicle manoeuvring on and off the access from the public highway.

With regard to the above the Highway Authority would recommend a holding objection until further information has been supplied.

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: 14

Number of site notices: 1

Statutory advertisement: 11/12/2020

Number of representations received: 6 objections with 8 names have been received in relation to the proposed development.

Points of objection:

Access

At present good access to yard - hard to understand why another 5.5m wide access required.

Already three access points to Portsmouth Water from Brockhampton Road.

Fourth in part of road where cars park throughout the day making poor visibility for drivers and cyclists and difficulty for pedestrians to cross safely.

Existing access points adequate for yard.

Access crosses directly across my residential drive and dropped kerb.

Extremely unsafe for both entering and exiting my driveway and not acceptable by way of planning.

State new access to enable improved access into yard - completely unnecessary as Portsmouth Water have 2 accesses to yard (2 Brockhampton Road and 1 West Street)

New access unwarranted - unnecessarily contributing to current issue of Brockhampton Road having too many accesses and roads in short distance.

As stated in their own application, Brockhampton Road is not only located within the Conservation Area, which should be protected, it is also 'typically defined by residential uses

Portsmouth Water specify proposal will remove conflict between service vehicles and pedestrians within site. Unfounded as preferred access currently has separate pedestrian entrance and walkway marked on road, with wide road to allow for staff and service vehicles. Existing accesses remove conflict.

Vehicles would struggle to exit onto Brockhampton Lane unless double yellow lines outside properties at Kingscroft Corner causing parking problems.

New properties in Ranelagh Road don't have enough parking.

Solution to use existing access to pumping house - opposite Ranelagh Road - less impact on residents, parking and with good site lines and manoeuvrability.

Should large commercial vehicle use such a proposed site the turning circle would require the removal of parked vehicles which in itself would result in the increase speed of traffic and deny residents parking facilities.

Unused access to north of nursery.

Officer comments: *The planning agent has provided comments in relation to Portsmouth Waters operational requirements. The application must be considered on its planning merits. Existing access points are considered in part 7. The impact on safety is considered in part 7. The proposal has been considered by the County Highways Authority who raise no objections to the proposals. Impact on Conservation Area is considered in part 7. The relationship to parked cars is considered in part 7.*

Properties in Ranelagh Road would have been assessed in terms of their parking requirements at the planning application stage.

Traffic

Traffic in Brockhampton Road rising to dangerous levels.

Weight limit of vehicles to 7.5 tons.

The proposal would encourage more large vehicles to approach from the southern end passing residential properties.

Existing problem of heavy vehicles maneuvering into and out of Brockhampton Spring yard leased by PWC to Havant plant hire.

Dangerous for more HGV's manoeuvring in Brockhampton Road where vehicles are parked on both sides of the road.

Makes visibility and safety of other road users more difficult.

Havant Town Centre frequently grid locked and motorway traffic diverted through Brockhampton Road.

Many times the residents of Manor Court cannot enter or leave their home safely.

Brockhampton Road has become car park for office and retail workers making it impassible at times.

Heavy lorries often 'stuck' and at peak times road becomes jammed.

Stated proposal does not impact on highway operation and or safety to south of site.

Brockhampton Road increasingly busy over last several years due to housing development - increasingly used as cut through road and all day parking for commuters.

Speed limit frequently exceeded.

The proposal should ideally require a min forward visibility splay of 40 metres for a 30mph speed limit.

Should the average speed increase the bend to the southern approach would only just meet this requirement and is essential due to large vehicles turning movements.

This may be achievable however, when you take into consideration the above, this would likely need to be more to reasonably consider how the road is used and thus be unachievable and impact negatively on highway operation and safety.

May be achievable but faster speeds may impact on safety.

New access is located approximately 38 metres from a pre-school nursery, with frequent pedestrian traffic / vehicles accessing via Brockhampton Road.

Proposal for a new access will result in an increased likelihood of road traffic accidents and/or pedestrian collisions, when the access itself is not truly required.

More traffic problems in busy road.

More difficult for parking and getting out of driveway.

PWC sold off land in Brockhampton Road so houses could be built increasing vehicle parking problem making road single track much of time. Owners of houses would have PWC vehicles entering and leaving 6.5m from their property.

More big lorries, vans and cars going in and out.

Dramatic increase in traffic over the last few with expansion of Offices/factories in Southmore lane and surrounding areas.

Solent Road Retail Park has impacted with shop workers parking in Brockhampton Road

Construction would have an even greater impact on local residents and commuters who use the road as a through fare to Bedhampton.

Traffic problems on constricted road

Consideration needed for residents - new road in will have a detrimental affect on local people who often struggle to park or reverse into drive due to cars and vans are often moving at 30mph and still struggle to slow down adequately without having to perform an emergency stop.

Havant Town Centre frequently gridlocked and motorway traffic often diverted through Brockhampton Road

Emergency vehicles have difficulty penetrating gridlock.

Why does HBC planning committee continue to exacerbate traffic problem and not try to alleviate it where possible?

The danger to other road users, cyclists, pedestrians, the elderly, parents and children Portsmouth Water have stated that vans will be primary vehicles using new entrance on Brockhampton Road. Not stated "No HGV's will ever use the entrance".

Road already overused, creates a lot of noise and pollution. There are vans full of rubbish parked along road, for weeks at a time - Council not doing anything about that. Why turning Havant into an industrial dump.

Officer comments: *The proposal is not considered to significantly impact traffic levels in Brockhampton Road. See part 7 in relation to weight restrictions. The County Highways Authority raise no objections to the proposed development. A condition in relation to visibility splays is proposed as recommended by the highway authority. The Wendy House nursery has its own off road parking and turning area with an inclosed external play area located at the rear of the building and away from the road. It is noted that the existing yard has impacts, the proposal would serve an existing long established yard area.*

Noise

Noise of existing yard disturbs residents

Were informed that intention to move work to another location.

Noise from commercial vehicles

Portsmouth Water utilize yard 7 days a week due to their out of hours works.

Although currently this does cause some noise disruption in unsociable hours, I feel that this will be made worse by having the yard entrance near to my residence.

We have on occasion been woken at between 1 and 2 am by vehicle movements and the use of grab cranes in the yard.

Wall between us and the yard that acts as an acoustic barrier damping the sound, an open access road would also increase the noise pollution in the wee hours that they operate.

Residents of Manor Court have lodged objections to use of yard and the noise it produces disturbing residents. Last year we were informed this work would re-locate to another location - not essential to have storage/working areas in current location - reduce volume of traffic, air pollution, environmental damage and noise.

Officer comments: *The existing yard is a long established facility. The proposal retains or replaces much of the existing walling with the only opening being the gated vehicular and pedestrian access points. Noise is considered in part 7. Impact on residents considered in part 7.*

Pollution

Environment being polluted and lifestyle and comfort of residents being severely affected.

Fumes from commercial vehicles

Demolition of the single storey dual pitched structure has corrugated asbestos sheeting raising environmental concern due to its material nature.

Environment being polluted and lifestyle / comfort of those living in area severely affected.

Officer comment: *Demolition in terms of asbestos is covered by separate regulations - an informative would be added to the decision notice of any approval.*

Overlooking

Proximity of access and increase in ground level would result in being overlooked by commercial vehicles accessing the yard.

Not a current issue as existing buildings to be demolished allow distance between boundary wall and vehicles in yard.

As it will be an access point for commercial vehicles, these are high vehicles which will very easily look over the boundary wall, which is less than 2m in height in my driveway, into my residential garden.

Officer comment: *Issues of overlooking are considered in part 7. A condition is recommended to avoid vehicles being parked close to the northern boundary within the area of the existing building plinth which is to be removed.*

Impact on Heritage

Heavy lorries driving up and down road may cause harm to the Old Manor House (listed building), and the Tannery building- part of our local heritage by vibration and pollution.

Conservation Area Appraisal - The Tanneries and surrounds in Brockhampton Road mentioned as qualities - inherent factors which enhance environment. Pre-Victorian walls and buildings part of conservation area and our history should not be destroyed. Streetscene altered unnecessarily, never to be replaced to same value.

We know idea is to destroy a conservation area and turn it into an industrial site.

Officer comment: *Large vehicles already access the existing yard close to the Tannery and The Old Manor. Both buildings are set well off Brockhampton Road. The proposal has been considered by the Councils Conservation Officer and new sections of wall are proposed.*

Relationship to wider Portsmouth Water Proposals

Should be no further application approved until full details of development intentions of Portsmouth Water Company land (including north of Solent Road).

Time for HBC and Portsmouth Water to display honesty and declare full intentions for area.

Why keep making small, stand alone applications?

Show full details of this huge development in residential area.

Entire development will create noise, dust, dirt, traffic jams, damaged pavements and roads, destruction of wildlife and annoyance to residents.

Known you intend new warehouses, offices, houses and flats on Portsmouth Water land - how long is building site going to last?

Quotes relating to improvements to Conservation Area and setting of The Old Manor House setting - but proposing 3 huge warehouses spoiling The Old Manor House and its surroundings.

There is a much bigger picture and there should be a masterplan not 'drip fed' applications.

Local Plan and draft Local Plan - note current locality of Portsmouth Water Yard not allocated for future housing (Portsmouth Water HQ offices site only). Offices to be re-located to Solent Road (non-residential road). Would make sense to incorporate access to company yard in these plans via own site.

Would remove traffic and noise disruption from residential area to industrial setting.

Application for a new access via Brockhampton Road now brings to question whether Portsmouth Water using subterfuge to gain access for future developments not currently accepted by planning.

Encourage the council to look into all objections closely and for Portsmouth Water to honestly lay out their plans in their entirety.

Access to the Portsmouth Water yard should be rightly redirected down Solent Road, to the new Portsmouth Water Headquarters.

Want to free up existing storage site at Palk Road for development while at same time giving them a gateway to join the yard, with another entrance directly to new HQ offices and industrial units on land North of Solent Road. Would remove proximity of water company vans and HGV's from the 135 houses planned to be built on current site in West Street. Removing vehicles from that area closer to the Old an/or House and Manor Court.

Industrial estates have to be moved outside towns

PWC is asking for this access to create more warehouses not needed in Havant and build over 100 dwellings with no consideration to the infrastructure, causing more problems, more traffic jams, more noise/pollution

Officer comment: *The Local Planning Authority are required to determine planning applications before them. Whilst there are longer term plans for the Portsmouth Water site as evidenced by a previous Development Consultation Forum and a current planning application Ref: APP/21/00601 for the north of Solent Road site any proposals would be considered on their planning merits. The latter comments relate to a matter that would be considered on its own planning merits.*

Other Matters

Should be a committee decision at open meeting.

Consultation period insufficient

Site Notice illegible

Officer comments: *The site notice was re-posted. The application has been subject to re-notification with revised plan/details.*

7 Planning Considerations

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

- (i) Principle of development
- (ii) Impact upon the character and appearance of Brockhampton Conservation Area and setting of Listed Building
- (iii) Highway matters
- (iv) Impact upon residential amenity
- (v) Drainage

(i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. In this case the application site is located within Brockhampton Conservation Area and adjacent to The Old Manor a Grade 2 Listed Building. It also raises issues in relation to highway and amenity matters that are considered below.

7.3 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended requires in relation to Conservation Areas that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

7.4 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

(ii) Impact upon the character and appearance of the area and setting of Listed Building/Heritage Assets

- 7.5 The site lies within Brockhampton Conservation Area and proposes the provision of a new access route into an existing yard used by Portsmouth Water. The provision of the access would result in the part demolition of a frontage brick building to Brockhampton Road (2 bays out of 5), and the demolition of a short section of flint wall and a section of brick wall both with metal railings above. There is also a small outbuilding and a concrete base for a former building set within the site which would be removed as a result of the proposals.
- 7.6 The building to be demolished to the road frontage is of a utilitarian character with a brick rear wall (partially retained) concrete posts and corrugated roof. The base to the second building is a concrete structure approximately 1m in height and does not add to the character of the Conservation Area. The small outbuilding to be demolished is again utilitarian and overgrown. The proposal includes the provision of new walls with metal railings above and vehicular and pedestrian gates. Finally, the proposal also includes the construction of a new 2m high wall within the site which would be mainly brick finished except where racking is proposed to be installed. This is not readily viewable from public vantage points but would require submission of details of its finish to ensure that it would have an appropriate appearance in the Conservation Area. The requirement to preserve or enhance the Conservation Area has been considered by the Council's Conservation Officer who concludes that, subject to the appropriate detailing of materials for the new sections of walling to the roadside and within the site and materials / finishes for the vehicular and pedestrian gates, the development would preserve the character of the Brockhampton Conservation Area and have an appropriate impact on the street scene and visual amenities of the area.
- 7.7 With regard to the impact on the setting of The Old Manor a Grade 2 Listed Building, it is noted that the proposals lead to an existing Portsmouth Water yard and the physical works to form the access and walls/gates would be set well off the Listed Building. No.7 Brockhampton Road is a Building of Local Interest and is a good example of late Victorian cottage with strongly modelled features. The proposals whilst close to this building would not harmfully impact the interest of the building. The Council's Conservation Officer has provided the following comments:
"The proposed materials (brick and railings) and the inclusion of the flint panels are considered to be appropriate to the context of the conservation area and the proximity / presence of the locally listed heritage assets and the listed building – the Old Manor House, which also have brick boundary walls. Sections of flint wall are in situ along this section of Brockhampton Road."
It is considered that the proposals would preserve the setting of the Listed Building as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have an acceptable impact on other heritage assets.

(iii) Highway Matters

- 7.8 The proposal would result in the formation of a new access to the Portsmouth Water yard from Brockhampton Road. There are considered to be a number of aspects to consider in relation to the suitability of such an access at this point as set out below:

Highway Safety Considerations;
Level of use of the Yard including vehicle movements;
Impact on parked cars;
Detailed impact on the access to No.7 Brockhampton Road
Weight limit considerations

Highway Safety Considerations

- 7.9 The proposed development has been considered by Hampshire County Council - the Highway Authority. Brockhampton Road is an unclassified road subject to a 30mph speed limit. The proposals confirm that visibility splays of 2.4 metres by 43 metres can be achieved commensurate with the speed limit of the road. The Highway Authority confirm that these visibility splays can be considered acceptable.
- 7.10 The Highways Authority are satisfied that swept path drawings demonstrate that a HGV would be able to enter the site and egress the site back onto the highway in a forward gear. This is considered acceptable by the Highway Authority.
- 7.11 Concern has been raised in relation to parked cars along Brockhampton Road opposite the proposed access and such parking has been witnessed by the case officer. Tracking of HGV's into and out of the site has been provided. The Highways Authority have commented that HGVs would be required to manoeuvre past parked vehicles on the highway, however, this would be similar to the existing situation if a goods vehicle or HGV were to enter the site through existing accesses on West Street and Brockhampton Road. A comparison with the other accesses to the Portsmouth Water site has been carried out, this shows that:

Access	Road Width	Parked Cars
Existing Brockhampton Road Access (Between Brooklands and Knox Road)	Approx 7.43m	Parked cars opposite access Parked cars to south both sides Parked cars to north one side
Existing West Street Access	Approx 5.3m (to west of access) Approx 6.9m (to east of access)	Parked cars opposite the access Parked cars to east one side Parked cars to west one side
Proposed Brockhampton Road Access	Approx 7.9m	Parked cars opposite the access Parked cars on one side to south Parked cars to both sides to north

- 7.12 Given that the tracking demonstrates that access can be taken past the parked cars, that there is no objection from the Highways Authority and that other access points also result in movements past parked cars it is not considered that an objection on highway safety grounds could be substantiated in terms of the tracking past parked vehicles on Brockhampton Road. Further consideration in relation to the on street parking in terms of amenity is considered below (paragraph 7.17).

Level of use of the Yard including vehicle movements

- 7.13 The planning agent has set out the operational requirements for Portsmouth Water and the reasoning for the proposed access as follows:

Portsmouth Water are currently reviewing several of their sites and how they operate and as part of that overall review are looking to change the storage strategy across the various sites. This process is at an early stage but the intention is to move the current pipes and storage facility from the Palk Road site to the upper yard area on the Headquarters site off Brockhampton Road. This would enable the existing yard to be rearranged to make better use of the space. As a result, the lower yard area and The Tannery will need a new access from Brockhampton Road and this will be the only access to this part of the site. The main (upper) part of the yard will be used for the day to day storage and collection of pipes and material and this will be accessed, as before, from the current entrance in Brockhampton Road. The lower yard will only be used for overflow and long term storage.

- 7.14 In terms of the use of the area proposed the following comments are made:

The proposed new access will primarily be used by vans and not HGV's. The intensity would not increase significantly from the movements currently associated with the site as HGV's will use the existing access. Portsmouth Water would prefer not to have the use of the access restricted in any way to give flexibility in how they manage and use the yard but if you think there will be a problem from a disturbance perspective then we may be able to agree to a condition restricting the larger HGVs outside of 'normal' delivery times as they would use the existing access. We do not think it would be reasonable to restrict any use of the access by smaller vehicles as the relationship is no different to a road junction opposite a house. Smaller vehicles using this access are unlikely to have a detrimental impact on the occupiers of Brockhampton Road. However, we have agreed to no use after 6pm apart from emergencies.

- 7.15 The relationship with adjoining properties is considered in (iv) below, however, it is considered that the yard should not be accessible 24 hours a day and there is a need to ensure that any vehicular movements including HGV movements are restricted to normal delivery times. A condition is recommended limiting vehicular movements between 8.00am and 18.00 Monday to Saturdays and 8.00am to 13.00 Sundays excepting in emergencies.

- 7.16 It is noted that the southern yard area would be separated from the northern yard area by the construction of a wall. This would prevent vehicles passing from one area to another. The County Highway Authority have raised no objection subject to the imposition of a condition relating to the access provision. Given the limited HGV movements anticipated in relation to the southern yard area with overflow and long term storage uses proposed in this area and the proposed limitation on hours of movements it is not considered that the level of activity associated with the southern area would result in unacceptable highway impacts.

Impact on parked cars

- 7.17 As above whilst access past the parked cars has been demonstrated by tracking, it is recognised that there may be future restrictions on parking close to the access point or parking on this part of the road may be seen as less desirable. In this regard, the closest residential properties at 1-5 Kingscroft Corner opposite the proposed access all have off road parking with drives and garages. In addition, 7 Brockhampton Road and The Old Manor also have their own off street parking. Concern has been raised in relation to the impact on overflow parking in Brockhampton Lane, however, parking along the wider Brockhampton Lane would remain available where not already restricted. It is not considered that any impacts on parked cars would justify the refusal of planning permission.

Detailed impact on the access to No.7 Brockhampton Road

- 7.18 The proposed access is adjacent to No.7 Brockhampton Road and the new access where it joins the road would cross the existing access to No.7 within the highway land. The Highway Authority have raised no objections to the proposal and this relationship is considered acceptable.
- 7.19 Overall, it is considered that the proposed access to the lower yard area is acceptable in terms of its impact on highway safety and capacity.

Weight Limit Considerations

- 7.20 Weight limits on Brockhampton Road have been raised by third parties. There are signs which state *7.5T Except for loading* at the southern end of Brockhampton Road and at either end of West Street. A Traffic Regulation Order dated 10th April 1979 titled 'The Hampshire (Various Roads Havant) (Prohibition of Commercial Vehicles of over 3 Tons) Order 1979' is understood to be the related Order. This Order states that:

Save as provided in Article 3 of this Order, no heavy commercial vehicle shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, proceed in the lengths of road specified in the Schedule to this Order.

Article 3 includes the following provisions:

Nothing in Article 2 of this Order shall make it unlawful for a heavy commercial vehicle to proceed on the lengths of road specified in the Schedule to this Order if the vehicle is being used:-

(a) for or in connection with the conveyance of goods to or from any premises situated on or adjacent to those lengths of road;

(e) to proceed to or from any premises which are situated on or adjacent to those lengths of road and at which the vehicle is to be, or has been garaged, serviced or repaired;

The roads included in the order include *'Brockhampton Road from its junction with Solent Road to its junction with West Street and West Street.*

- 7.21 It is clear that the existing accesses to the wider Portsmouth Water site are all within the area covered by the Order. The provisions of the Order would allow for heavy commercial vehicles to access premises situated on the roads subject to the Order. The Highways Authority have confirmed that: *There are a number of exceptions / exemptions on the order and they appear to amount to more than just loading. Therefore I would suggest there is little implication to the planning application.*

(iv) Impact upon residential amenity

- 7.22 With regards to the impact on residential amenities the main impacts from the provision and use of the proposed access are considered to be to No.7 Brockhampton Road, The Old Manor House and 1-5 Kingscroft Corner.

No.7 Brockhampton Road

- 7.23 The main impacts are considered to relate to traffic movements and potential overlooking from HGV drivers and users of the yard. It should be noted that the southern yard area has been available for use for storage with vehicles accessing the yard from the existing access to the north. No.7 also backs onto other yard storage areas to the east and north. There is an existing wall to the southern boundary to No.7 which adds some screening. The wall varies in height along the boundary.
- 7.24 At present the base to a building effectively keeps any vehicle maneuvering within the yard further off the boundary - as the base of this building is intended to be removed as part of the proposals this would potentially result in vehicles being closer to the common boundary than at present. It is noted that the main private garden area is set away from the new access point and to the east of the house which helps reduce impacts on external amenity space, there is also an existing outbuilding close to the common boundary within No.7 further reducing potential overlooking. It is considered that the main potential for overlooking is from HGV drivers. The agent has indicated that HGV movements to the yard served by the new access would be limited. It is also intended to impose a condition limiting the times of such HGV and other vehicular movements as set out above. Nevertheless the removal of the building base could allow vehicles to be closer to the common boundary which could increase impacts on No.7. It is therefore considered appropriate to ensure that the area which was formerly the building plinth proposed to be removed is used for storage of materials only and not for the parking / storage of vehicles.
- 7.25 In relation to noise, it is noted that the site is currently a yard area and therefore results in a degree of noise and that Portsmouth Water's operations have been established for a long period of time. No objections have been received from the Council's Environmental Health team and given the anticipated limited number of HGV movements a noise objection is not considered to be substantiated.

The Old Manor House

- 7.26 The Old Manor House is set to the south of the existing yard area and the dwelling would be set well off the new access point to Brockhampton Road. The proposal now retains three bays of the frontage building which also helps to reduce any additional impacts to The Old Manor House. Given the existing use of the yard with maneuvering vehicles, it is not considered that the proposed access would increase unacceptably impacts on this property.

1-5 Kingscroft Corner

- 7.27 The proposed access would be on the eastern side of Brockhampton Road and 1-5 Kingscroft Corner are on the western side opposite the proposed access point. Brockhampton Road is relatively busy with vehicles using the route between Solent Road and West Street. Whilst the yard needs to be available for emergency access 24 hours/day, the main use will be during normal work hours. Vehicular movements including HGV movements will be limited to normal working hours as set out above. No objections have been raised by Environmental Health in terms of noise or light disturbance (for example from headlights). Any impacts will be limited outside normal working hours.
- 7.28 On balance, whilst the new access would lead to additional impacts on the 1-5 Kingscroft Corner properties, given the limits on working hours proposed, excepting in emergencies, the additional impacts are not considered to justify a refusal of planning permission.

(v) Drainage

- 7.29 The site of the proposed access is within Flood Zone 1 (lowest flood risk), The agent has confirmed that *"The development proposals consist of breaking through an existing wall and this will not affect how the site already drains as the proposed works will not impact on surface water drainage or increase flood risk elsewhere. We confirm that Portsmouth Water will manage and maintain the access road drainage system as it is not in their interest to have the yard flooded."* A condition is recommended to ensure that there is no increase in water run off to Brockhampton Road. Finally, Southern Water have provided details of sewer protection requirements and an informative is recommended in relation to these requirements.

8 Conclusion

- 8.1 In conclusion, the principle of the proposed development within the existing Portsmouth Water site is considered acceptable. Careful consideration has been given in relation to the impacts on Brockhampton Conservation Area and The Old Manor House, and subject to a materials condition for the access and walls the development is considered acceptable.
- 8.2 In relation to Highway Matters, no objections have been received from Hampshire Highways to the proposals and tracking has been provided to demonstrate that vehicles can access and leave the site in an acceptable manner notwithstanding parked vehicles on Brockhampton Road.
- 8.3 Whilst there would be some impact on residential amenity this needs to be considered in the context of an existing working yard. No objections have been received from Environmental Health and on balance it is not considered that the impacts from vehicle movements and any overlooking from drivers would be sufficient to warrant a refusal of planning permission once appropriate conditions in relation to vehicular movements and the set off to the boundary with No.7 Brockhampton have been imposed and complied with. Finally drainage can be appropriately addressed and managed.
- 8.4 The recommendation is therefore to grant planning permission subject to appropriate conditions.
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9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/01109 subject to the following conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Site Location Plan

Site Plan & Street Elevation Drawing No. 01 WIP

Extended Site Plan & Elevation Drawing No. 02

Site Plan Drawing No. 03

Response to Case Officer Comments Ref A118240 dated 9th September 2021

Transport Statement A118240 September 2021

Planning, Design and Access Statement (incorporating Heritage Statement)
Updated September 2021

Swept Path Analysis Drawing No. 0003 Rev P02

Block Plan Structures to be Demolished / Part Demolished

Reason: To ensure provision of a satisfactory development.

- 3 The access to Brockhampton Road hereby permitted shall not be constructed unless and until measures to prevent water running off from the access onto Brockhampton Road have been provided and thereafter retained and maintained by Portsmouth Water unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the locality and prevent increased water run off from the site to Brockhampton Road 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.

- 4 The access to Brockhampton Road hereby approved including the footway and/or verge crossing shall not be brought into use unless and until it is constructed and lines of sight of 2.4 metres by 43 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason To provide satisfactory access and in the interests of highway safety having due regard to policies CS20, DM11 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The wall to Brockhampton Road shall be provided prior to the use of the access hereby approved. The wall shall not be erected unless and until sample brick and flint panels have been erected on site and inspected and approved by the Local Planning Authority. Thereafter the wall to Brockhampton Road shall be erected and maintained in accordance with and to the same standard as the panels approved.

Reason: To ensure that the walls are to an appropriate design and standard within the Conservation Area having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and DM20 of Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework.

- 6 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 retaining wall depicted on the Extended Site Plan & Elevation Drawing No. 02; and the railings and gates proposed for the Brockhampton Road frontage have been submitted to and approved in writing by the Local Planning Authority. The metal railings and gate shall be finished in matt black. 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, policy DM20 of the Havant Borough Local Plan (Allocations) and the National Planning Policy Framework.

- 7 The access to the yard from Brockhampton Road shall only be used for vehicular access between the following hours:

08.00 and 18.00 hours - except in emergencies.

Reason: In the interests of the amenities of nearby residents and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 The area of the building plinth be demolished adjacent to the northern site boundary and as shown marked with a dashed line on drawing No. 01 WIP shall not be used for the storage or parking of vehicles.

Reason: In the interests of the residential amenities of No.7 Brockhampton Road and to reduce the potential of overlooking from vehicles having due regard to policies CS16 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.