
Site Address:	Land west of Horndean Road and south of Southleigh Road		
Proposal:	Outline planning permission for 125 residential units and a water retention area. All matters reserved except access and levels.		
Application No:	APP/14/00547	Expiry Date:	05/06/2015
Applicant:	Chidden Farms	Team:	Team 2
Agent:	Mr Blackwell	Case Officer:	Heather Lealan
	Bidwells		
Ward:	Emsworth	DMC Lead Member	

Reason for Committee Consideration:

Density:

HDS Recommendation: **GRANT OUTLINE CONSENT**

1 Site Description

- 1.1 The site, which has an area of 7.36ha, and is currently arable farmland. The site lies immediately to the west of Horndean Road and south of Southleigh Road, Emsworth and runs the south east behind the houses on the west side of Horndean Road. The application site is located approximately 1.7km north-west of Emsworth town centre.
- 1.2 The land slopes gently downwards about 3 metres in approximately 500 metres length from north to south. The northern most property on the western side of Horndean Road is the Jingles Bed and Breakfast Hotel. Behind the hotel there is a natural pond surrounded by mature trees and vegetation. The pond divides the site into 2 distinct areas; the area north of the pond and the area south of the pond. Immediately to the west of the pond is West Brook which runs parallel to Southleigh Road then turning through 90 degrees to run parallel with Horndean Road into Emsworth and eventually discharging into Chichester Harbour.
- 1.3 The northern area is defined by substantial hedges to the north and east along the sides of Southleigh Road and Horndean Road, the pond to the south and open farmland to the west. A Surface Water pipe runs from Horndean Road, under the site, to a culvert forming the head of the West Brook. The northern area is more 'open' than the southern area is open farmland with no trees. The southern area is defined by the pond to the north, an attractive stone wall to the east, a mature hedge and trees to the south and open farmland to the west.
- 1.4 The wall forms the boundary to the properties along Horndean Road and probably dates from the same time as the earlier Victorian Houses. There is an agricultural access for farm vehicles only, halfway along the wall, between Nos 57 and 59. There are three more recently built, properties (No 71a, 57 + 59) that are close to the boundary wall.
- 1.5 The application site is within close proximity to the Chichester Harbour Site of Special Scientific Interest (SSSI). This site is also part of the Solent Maritime Special Area of Conservation (SAC), the Chichester and Langstone Harbours Special Protection Area (SPA) and Chichester and Langstone Harbours Ramsar Site which is a wetland of

International Importance under the Ramsar Convention.

2 Planning History

- 2.1 The National Planning Policy Framework (NPPF) requires the Authority to maintain a continuous five year supply of deliverable sites to meet the present and future needs of the Borough.
- 2.2 The Council have recently formally adopted the Local Plan (Allocations) which has allocated housing sites to meet the requirement through a comprehensive process of Borough wide public consultation and involvement. This will ensure that the large majority of housing sites that will come forward during the plan period are those with consensus and support from local residents. The site has been identified as a potential housing allocation by Policy EM1 of the Allocations Plan (Site UE13) for the allocation of 140 dwellings.
- 2.3 A Development Consultation Forum was carried out on 09 December 2014 to engage with Councillors, key stockholders and the public prior to the submission of an application.

3 Proposal

- 3.1 The proposal is to obtain outline planning permission for 125 residential units and a water retention area.
- 3.2 The application has been submitted as an outline application and the submitted form indicates only access and levels to be considered at this stage. The layout, scale, appearance and landscaping would be considered at the reserved matters stage, although some indicative information in relation to these matters are included in the application submission and discussed in this report.
- 3.3 The site will provide for two permanent access points, with an access to east to Horndean Lane and an access north-west to Southleigh Road.
- 3.4 The total site area within the revised red line boundary, (as submitted 21 August 2014), equates to 10.05ha however the residential area, as described on the Land Use Parameter Plan, totals 3.15ha. The overall density of the residential area is approximately 40 dwellings per hectare. The housing will be no higher than 2.5 storeys in height. The dwellings will be built to a minimum of Code of Sustainable Homes Level 3.
- 3.5 For the majority of plots, the rear gardens depths are 10m or more and the back to back distances accord with the requirements of the Havant Borough Design Guide. Parking would be provided in the curtilages of each dwelling or within parking/garage courts and accords with the Council's adopted standards.
- 3.6 The Landscape Strategy includes new native tree and hedgerow planting and the retention of the native hedge to Horndean Road and Southleigh Road except for the access points.
- 3.7 The application site is in a unique position to provide a proportion of the Emsworth Flood Alleviation Scheme (FAS) by virtue of its proximity to the West Brook. The Environment Agency have previously identified a flood attenuation scheme on or adjacent to the West Brook to form part of the overall FAS for Emsworth. The Water

Retention Area proposed is formed of two sections; a Wetland Retention Area and a Flood Compensation Area as shown on appendix D to this report. It is intended to relocate West Brook to form the focal point of the Wetland Retention Area. West Brook will continue to perform the vital function of conveying water, however it will now be utilised to perform the dual function of providing the base for a new wetland that will form part of the Emsworth FAS. The shape and storage capacity of the scheme would hold between 18,000 and 20,000 cubic meters of storage to assist in the flood protection of the existing built up area downstream of the development site. This will not only provide an element of the Emsworth FAS, but also a valuable ecological habitat.

- 3.8 On the 20 February 2013, the Council approved the Havant Borough Community Infrastructure Levy Charging (CIL) Schedule. The Charging Schedule took effect from the 1st August 2013. The required payment for the development will be based on the approved floor space which would be the subject of a reserved matters application.
- 3.9 With regards to the Solent Mitigation Disturbance Project, (recently renamed Solent Recreation Mitigation Partnership), the following decision has come into effect: in line with Council approved Policy DM24 criterion a) of the Local Plan (Allocations): Submission Version, the delegated approval of a contribution of £172 per dwelling, plus legal, administrative and monitoring fees, in accordance with the findings of the Solent Disturbance Mitigation Project and the recommendations of the Solent Recreation Mitigation Interim Mitigation Strategy;. The contribution will be applied to all planning applications for one or more new dwellings, determined on or after Monday 30th June 2014.
- 3.10 The planning application includes the following documents:

Site and Location Plan
Supporting Planning Statement
Design and Access Statement
Parameter Drawings
Landscape Appraisal and Strategy
Arboricultural Report
Transport Assessment
Drainage Reports
Ecological Report
Archaeological Report
Statement of Community Engagement
Section 106 Heads of Terms
Planning Application Forms and Schedules.

4 Policy Considerations

National Policies

National Planning Policy Framework, (NPPF)

Core Strategies 2011 forming part of the HBLDF

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)

CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS8	(Community Safety)
CS9	(Housing)
DM1	(Recreation and Open Space)
DM10	(Pollution)
DM12	(Mitigating the Impacts of Travel)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1 - Presumption in Favour of Sustainable Development

EM1 - Emsworth Housing Allocations

DM23 - Sites for Brent Geese and Waders

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

DM25 - Managing Flood Risk in Emsworth

Supplementary Planning Documents

Borough Design Guide SPD (Adopted Dec 2011)

Housing SPD (Adopted July 2011)

Residential Parking and Cycle Provision SPD (Adopted March 2010)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Network Rail

After reviewing the information provided in relation to the above planning application, Network Rail has no further observations to make.

Highways Agency

The Highways Agency is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport, which in this case is the A27. We will be concerned at proposals that have the potential to impact the safe and efficient operation of the SRN. We do not offer an objection to the proposal.

Education Department

The proposed development sits in the joint catchment area of St James and Emsworth Primary Schools. The schools are forecast to be full in Year R (and subsequent Year R intakes) with effect from the September 2016 intake on the back of the two previous housing developments at Hampshire Farm and Oaktree Drive. Consequently I will be expecting a contribution from the developer in line with the County Council's Developer Contribution Policy at £5,057 per eligible dwelling (dwellings with 2+bedrooms). Assuming all dwellings proposed are eligible the sum would be £632,125.

Hampshire Highways

Initial comments

I am not in a position to provide a positive recommendation on these proposals from a highways and transport perspective until the following information has been submitted to my satisfaction:

- Information and improvements regarding pedestrian access to bus services and potential improvements
- Information and improvements to pedestrian and cycle access especially to the south of the site
- Personal Injury Accident Data
- Details on the site access proposals including pedestrian and cycle provision
- Revised trip generation
- Assessment of the traffic impact on the B2148/A259 junction
- Assessment of the traffic impact on Warblington Station level crossing on Southleigh Road
- Revised assessment of the impact on the Horndean Road/Southleigh Road junction
- Explanation on the rationale behind two vehicle access points to the site
- An amended travel plan.

Updated Comments following submission of requested information

Following the submission and re-consultation of additional information, HCC Highways have made the following comments as summarised for the purposes of this report, the full response is available for public view on the website;

Pedestrian access to bus services

Further information regarding access to bus services and the need for improvements regarding pedestrian access to bus stops has been provided. A walking audit has been undertaken from the site to the Allendale Avenue/Southleigh Road stop which offers the most frequent service via route number 27. This demonstrates that existing footways, crossing facilities and passenger waiting facilities are sufficient to provide inclusive access. However it does highlight a crossing deficit on Horndean Road itself in the immediate vicinity of the site. Through the proposed site access works a crossing point with a refuge island has been proposed which will aid with crossing Horndean Road to access the bus services. The principle of these proposals are considered acceptable. In addition measures have been included within the travel plan to provide incentive to new residents to utilise this service.

Pedestrian and Cycle access to key facilities

A pedestrian and cycle audit for access to Emsworth centre, St James' School and Warblington School has been undertaken. Limitations to the width of Horndean Road footways have been highlighted, however due to highway boundary constraints width improvements along this route are not achievable. Therefore proposals to improve uncontrolled crossing facilities along the signed route from the site to St James' school have been proposed (via Hollybank Recreation Ground, Garland Avenue and Bellevue Avenue) and outlined in drawing TRO_004. Whilst it is acknowledged that this route is less direct than Horndean Road it does provide an alternative quieter and accessible route for pedestrians to key facilities. The crossing improvements are to be delivered by the developer through a S278 agreement and a S106 obligation to secure these works will be required.

The walking and cycling route to Warblington School has also been assessed and no improvements have been identified for the on road section.

As outlined in my previous response a link to the south of the site into Emsworth Recreation ground would provide improved sustainable access to the development especially as there is no formal provision for cyclists on Horndean Road. It is my

understanding that the applicant has been in liaison with Planning Authority on this matter and have demonstrated to their satisfaction that the land to the south of the site is not available to deliver such a link. Therefore the applicant has provided additional measures at the Horndean Road access to provide a link from the site to the existing on road signed cycle route via Helston Drive. Cyclists will be taken via the new Horndean Road access across the refuge crossing onto a short section of shared use path which then rejoins the carriageway on Helston Road and the existing signed route via Hollybank Recreation Ground.

Whilst it is acknowledged that this route is not the most direct it does provide an alternative route for less confident or recreational cyclists to and from the site. Whilst the highway authority note that it is currently not possible to deliver the southern link, the internal layout of the development should not prejudice its future delivery if circumstance permit. Therefore it is recommended that a suitably worded condition be attached to any planning permission.

Personal Injury Accident Data

Further accident analysis has been undertaken over the wider study area. Whilst a number of personal injury accidents have been identified there are currently no areas of concern with regards accident clusters in the vicinity of the site and I am satisfied that there are no discernible accident patterns that would be exacerbated by the development proposals.

Trip Generation

The trip generation methodology is agreed.

Traffic Impact on the B2148/A259 Roundabout junction

Further on site observations regarding the operation of this roundabout and a review of the proposed increases in traffic flows have been undertaken by the Highway Authority. We noted that queuing occurs in the PM on the A259 into Emsworth. A review of the traffic from the development proposals shows an increase of 16 vehicles in the PM peak hour from this direction. No significant queues were observed elsewhere on the roundabout. Therefore the Highway Authority is satisfied that these development proposals will not result in a severe impact at this junction.

Traffic Impact on Warblington Station Level Crossing

Traffic surveys of Warblington Station level crossing has been undertaken and submitted to the Planning Authority. During the peak period the barriers are closed for around 30 minutes in the AM and PM peak. This results in a maximum queue of 46 vehicles on the southern side in the AM peak and 38 in the PM peak. On the northern side the maximum queue length is 34 in the AM peak and 56 in the PM peak. The additional traffic from the site is likely to add 1 vehicle every two minutes. During the longest observed barrier closures this will result in 2 additional queuing vehicles in the AM peak and 3 in the PM peak hour. It is agreed that this will not result in a significant change to the existing situation.

Traffic Impact at Horndean Road/Southleigh Road junction

Clarification regarding the assessment of the traffic impact on Horndean Road/Southleigh Road junction has been provided and the assessment is now deemed to be acceptable.

Rational for two vehicle access points to the site and details of the site access proposals

- Detailed drawings have now been provided for both site accesses and the Highway

Authority are able to agree the principle of the access arrangements. In addition the Horndean Road works will involve the removal of Highway Trees. A suitable condition will therefore need to be in place to ensure that this is fully assessed prior to commencement of any development. .

Travel Plan

The Interim Travel Plan (ITP) has been assessed using the evaluation criteria for the assessment of Travel Plans.

The estimated costs for each measure have been set out in the Action Plan. The final amount will be set out in the Section 106 Legal Agreement and will be bonded against the targets when finalised.

Environmental Health Manager

No Adverse Comments.

Housing

Affordable Housing Provision

The councils policy is that on all development sites where more than 15 homes are being provided that the site must include at least 30% affordable homes. To ensure a mixed community these affordable homes should be integrated, avoiding concentrations of affordable housing, into the development and provide a mix of smaller and larger homes. I can confirm that I support the development on this site as it will provide much needed affordable housing in the Havant area. 30% (38 units, a mixture of 2, 3 and 4 bedroom homes) of the site has been set aside for affordable housing, however at this stage there are no details regarding the tenure split. I would expect the split to have regard to the requirements contained within the Havant Borough Council Core Strategy March 2011 paragraph 6.20 which that 65-70% affordable homes should be rented with the remaining 30-35% being affordable home ownership (Shared Ownership/Shared Equity). Market research on the part of the Developer and the Registered Provider may prove that this site, due to its location, could sustain a higher percentage; flexibility with the split is possible if assessed housing need can justify this.

Demand for affordable housing remains consistently very high and this development will help to improve the supply of affordable rented housing. As at 30/06/2014 there were 2631 applications registered on Hampshire Home Choice with 745 households waiting for 2 bedrooms and 274 for 3 bedrooms. The average waiting time for all sizes of property in the area is 6-7 years. The homes will provide much needed accommodation in a very desirable location close to shops, amenities, educational facilities and transport links.

Mix

At this stage there are no details of the proposed location, unit types or tenure mix of the affordable homes however with regard to the 2 bedroom provision I would expect to see a mix of houses and flats, not just flats. The homes would be expected to meet the size standard guidelines as stated in the Havant Borough Council Housing SPD.

Design

There appears to be good provision of parking spaces for cars with a mixture of private and highway spaces. The gardens of the houses appear in general to be a good size but of course this will be confirmed by Planning colleagues. The open space has good passive surveillance from all the properties around it which will help reduce incidents of vandalism and other forms of antisocial behaviour. I would like

some clarification on the management arrangements for the public areas. The buildings and layout would make it easy to find your way around the site. The development does seem to address the issue of safe access and a safe route around the site for all occupants. All routes around the site would appear to be pedestrian, cycle and vehicle friendly.

Summary

- Minimum 30% affordable units (38)
- Clarification needed in future as to tenure split
- Clarification needed re mix of unit size and type
- Clarification needed re location of affordable homes.
- Clarification required as to management of public spaces

Waste Services Manager

No Comment.

Landscape Team

Observation/ Comments:

LVIA: Comprehensive LVIA showing useful seasonal viewpoints for good comparison.

Levels: A comprehensive levels plan will be required to consider the impact of raising of areas of the site and potential impact on neighbouring properties.

Access- is there to be access between 57& 59- how will this be secured?

Landscape Masterplan:

The plans appear to respond well to the local landscape and character and in line with borough design guidelines also for general layout.

I look forward to a more detailed plan to consider - generally would prefer to see more use of plot division with hedges where possible (especially larger plots in north east) or small trees to soften local landscape and mitigate against most sensitive viewpoints. Good use of some existing boundaries strengthened with planting-subject to detailed plans, -adjacent existing residential plots the plan says native mix with standards- look forward to details which show these positions/centres to ensure this boundary is well planted.

The open space at the north could be better designed in order to mitigate for the most sensitive viewpoints (as identified in the LVIA) - In the northern open spaces the small mounds are not suitable - it would be more desirable to make less mounds but larger ones and planting on top of mounds is not suitable as the trees are immediately under unnecessary drought stress conditions - please revise.

Are the two Local Areas of Play to be maintained by the management company as the Council would be unlikely to take on future maintenance. Please provide details of equipment for these spaces. The rear gardens look to be a good size and I would suggest exploring more tree planting opportunities in various locations and to aid creating a character for the whole site.- perhaps edible use trees.

The landscape masterplan appears to show some small strips of mown grass adjacent buildings where slabs i.e. access should be provided. Please avoid small ineffective grassed spaces. Boundary details between plots required. Details of planted bund - if trees are proposed on the bund (mentioned in the LVIA north of the A27 can this be identified on the plan please. How will they be secured (landscape plan mentioned underground guying but does not say which trees). What measures are in place to reduce the possibility of drought stress in this location. How is the grass path around the site perimeter to be maintained - this leads to the bridge - consider a HCC countryside standard style hoggan bound/ravel path if to be used all year round. What

is the height of the raised planters in the southern section? Is this area to be accessible at all - would like more details before approving. Whose maintenance is this to be? Would like more details regarding proposed bridge materials and boardwalk materials/construction. Whose ownership (and maintenance) will these be?

There are 'pavilions' noted in design statement regarding buildings fronting Horndean road- details sections elevations to determine suitability please.

Officer Comments - These are issues that must be addressed at Reserved Matters stage and through details submitted to address requirements of the S106.

Environment Agency

Initial Comments:

We can confirm that the Environment Agency has no objection in principle to the proposed development as submitted; however, we request that planning conditions are attached to any planning permission granted in order to make the development acceptable.

Condition 1

No development shall take place until a detailed design for the proposed relocated route of the watercourse crossing the development has been submitted to and approved in writing by the local planning authority.

The design will need to:

1. Demonstrate that the capacity of the watercourse will not be reduced as a result of the development. Design information to include location plans, calculations and cross sections.
2. Provide detail of any structures including control structures and new headwall's.

Condition 2

No development shall take place until a detailed design for the proposed wetland area has been submitted to and approved in writing by the local planning authority.

The design will need to:

1. Demonstrate that the wetland area provides sufficient compensatory storage for the proposed land raising elsewhere on site. Design information to include location plans, calculations and cross sections. If the wetland is able to provide additional storage the standard of protection associated with this must be quantified.
2. Provide detail of any structures including control structures and new headwall's.

Condition 3

No development shall take place until a final surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year (with an allowance for climate change) will not exceed the run-off from the existing site following the corresponding rainfall events.

The drainage scheme should:

1. Provide an assessment of how the site is currently drained, its existing runoff rates and the proposed runoff rates. It should demonstrate that the combined flow from the proposed development does not exceed existing rates.
2. Demonstrate the surface water run-off generated up to and including the 1 in 100

year an allowance for climate change will not exceed the run-off from the existing site following the corresponding rainfall event.

3. Demonstrate the measures employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving waters.

4. Include details of how the scheme shall be maintained and managed after completion. This shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

5. A timetable for its implementation

6. A written summary of the scheme, including supporting calculations. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Condition 4 (see email dated 28th August from EA - wording updated from initial response)

No development shall take place until a final surface water drainage scheme for the provision and management of a minimum 8 metre wide buffer zone alongside the newly realigned watercourse, newly created wetlands and existing pond shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, roads, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zones
- details of any proposed planting scheme, which should consist of only native species.
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan
- details of any proposed footpaths, fencing, lighting etc.

Condition 5

No development shall take place until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- detail extent and type of new planting (NB planting to be of native species)
- details of maintenance regimes
- details of treatment of site boundaries and/or buffers around water bodies
- details of management responsibilities

Condition 6

No development shall take place until the proposed realigned watercourse and newly created wetlands are constructed in accordance with a scheme and method statement to be submitted to and approved in writing by the local planning authority. The scheme shall include the following:

- The timing of the works
- Cross sections of the proposed realigned watercourse and proposed wetlands

- The measures to be used during the development in order to minimise environmental impact of the works, (considering both potential disturbance and pollution)
 - The ecological enhancements as mitigation for the loss of habitat resulting from the development
 - A map or plan showing habitat areas to be specifically protected (identified in the ecological report) during the works.
 - Any necessary mitigation for protected species
 - Construction methods
 - Any necessary pollution protection methods
 - Details of the exact realignment of the watercourse and details of any bed material that may be imported to site.
- We would expect to see a two stage channel with wetland berms creating sinuosity and providing some natural variability rather than a linear, uniform channel. The works shall be carried out in accordance with the approved method statement.

Flood Risk

The applicant proposes to create a wetland area that can hold between 18,000 and 20,000 cubic metres of storage to assist in the flood protection of the existing built up area downstream of the development site. However, 12,000 cubic metres of compensatory storage is required due to the proposed land raising on site. Therefore, the proposed wetland area will only provide 6,000 to 8,000 cubic metres of additional storage to assist in the flood protection of the existing built up area downstream of the development site. No standard of protection associated with this additional storage has been provided. The Local Planning Authority (LPA) will need to consider this information in accordance with their Emsworth Flood Risk Strategy.

The applicant is proposing to raise land in the flood plain. This is a mitigation measure to bring properties above predicted flood levels for the development site. The LPA should be aware it is unlikely that the Environment Agency Flood Map will be updated unless modelling work is carried out. As such, the proposed development will remain in Flood Zone 3. It may therefore be the case that obtaining insurance against the risk of flooding in the future may be limited – until such a time that re-modelling of the area is carried out.

Limited information has been provided about the proposed diversion of the existing watercourse. Please be aware that the Environment Agency is generally opposed to the culverting of watercourses because of the adverse ecological, flood risk, human safety and aesthetic impacts. We will only approve a culvert if there is no reasonably practicable alternative, or if we think the detrimental effects would be so minor that a more costly alternative would not be justified. Where a culvert is deemed to be acceptable the design should follow the principles set out in the Environment Agency's technical guidance. The Environment Agency welcomes the intention to provide a wetland area within the proposed development. Further information regarding the capacity and detailed design of the wetland is required. It appears that the wetland will need to provide compensatory storage for the proposed land raising on site. Detailed calculations for the amount of compensatory storage must be provided. Local Planning Policy requires developments to demonstrate an improvement with respect to flood risk. It appears that the wetland has the capacity to provide extra storage. This extra storage and its associated standard of protection needs to be clearly quantified, with supporting information.

The wetland connects to both the main river system and the proposed surface water drainage strategy for the site. Detailed information is required for all structures and

mechanisms to control flow both within and outside of the development site must be provided so that it can be fully understood how the wetland will function. The surface water drainage strategy for the site needs to be produced in accordance with the SuDs Manual (circa C697), with particular references to the SuDs treatment train. Developed runoff rates must be no higher than the existing greenfield run-off rates for the site. If it is not possible to discharge at a variable rate equivalent to the 1 in 2, 1 in 30 and 1 in 100 climate change storms, it is acceptable to discharge to a single rate equivalent to the Greenfield QBAR. Detailed designs, plans and calculations are required for all sections of the surface water drainage scheme including the overland detention basins.

Under the terms of Section 109 of the Water Resources Act 1991, and the Southern Region Land Drainage and Sea Defence Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the West Brook designated a 'main river'. Please be aware that the Environment Agency has up to two months to determine applications for consent made under Section 109 of the Water Resources Act 1991 and you are therefore advised to contact the local Environment Agency office as soon as possible to discuss making an application. This consent is required in addition to planning permission and will only be issued if the works do not pose a flood risk to people and property, and do not conflict with the Environment Agency's other duties.

Comments on the FRA from ESI Ltd for Mrs D Curry and Mr & Mrs Shamash:

We have noted the points raised and the conclusions the reports have come to. However, our previous response still stands and we have no further comments to add.

Further Comments:

Our position with regards to Condition 3 has not changed and we would still recommend that the full surface water drainage condition is included, as per previous correspondence from the Environment Agency.

Engineering/Drainage

I will leave commenting on this to the Environment Agency in regard to SUDS/FAS interface. There are some valid points in the report, (neighbours), but nothing I am aware of that has not been considered in the calculations for the FAS on West Brook.

County Minerals

Thank you for passing on the Geo-environmental / Geotechnical Site Assessment Report pertaining to the application, as a result of our request for additional information in our initial consultation response. After reviewing this document, we do not believe the potential sterilisation of mineral resources by the proposed development to be significant. As the Minerals Planning Authority (MPA) for the borough of Havant, we raise no objection to this application.

Building Control

Public pond & surface sewer cross the site. Access route re road construction widths information is inadequate, (some areas seen tight)

Southern Water

Please find attached a plan of the sewer records showing the approximate position of a public foul and surface water sewer crossing the site. The exact position of the public sewers must be determined on site by the applicant before the layout of the

proposed development is finalised.

It might be possible to divert the public sewer, so long as this would result in no unacceptable loss of hydraulic capacity, and the work was carried out at the developer's expense to the satisfaction of Southern Water under the relevant statutory provisions.

Should the applicant wish to divert apparatus:

1. The 600 mm diameter public surface water sewer requires a clearance of 3.5 metres either side of the sewer to protect it from construction works and allow for future access for maintenance.
2. The 225 mm diameter public foul sewer requires a clearance of 3.0 metres either side of the sewer to protect it from construction works and allow for future access for maintenance.
3. No development or new tree planting should be located within 3.5 metres either side of the centreline of the public foul and surface water sewer.
4. No new soakaways should be located within 5 metres of a public foul and surface water sewer.
5. All other existing infrastructure should be protected during the course of construction works.

Alternatively, the applicant may wish to amend the site layout, or combine a diversion with amendment of the site layout. If the applicant would prefer to advance these options, items (1) - (5) above also apply.

Please note there are private sewers within the site. Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

Following initial investigations, there is currently inadequate capacity in the local network to provide foul sewage disposal to service the proposed development. The proposed development would increase flows to the public sewerage system, and existing properties and land may be subject to a greater risk of flooding as a result. Additional off-site sewers, or improvements to existing sewers, will be required to provide sufficient capacity to service the development. Section 98 of the Water Industry Act 1991 provides a legal mechanism through which the appropriate infrastructure can be requested (by the developer) and provided to drain to a specific location.

The application details for this development indicate that the proposed means of surface water drainage for the site is via a watercourse. The Council's technical staff and the relevant authority for land drainage consent should comment on the adequacy of the proposals to discharge surface water to tt

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development. The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS).

Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the

inundation of the foul sewerage system. Thus, where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

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

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

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

Development Engineer

I have assessed the illustrative master plan and my only concern is that the layout shows properties built over the exist watercourse which crosses the site. If this is not possible to pipe under these properties then the number of units may have to be reduced. However this is more a matter for HBC land drainage engineer to comment on.

County Ecologist

The application is now accompanied by a Bat Tree Climbing Survey report (The Ecology Co-op, October 2014) which adds to the pre-existing ecological reports for the site. There is also a Habitat Creation and Management Plan and Outline Mitigation Proposals report (The Ecology Co-op, March 2014).

Bats

The addition of tree climbing surveys is welcomed and does allow a much more detailed understanding of the potential for tree-roosting bats to be present. The survey has highlighted the fact that a number of trees do indeed support features suitable for bats and, although no direct evidence was noted, there remains the very real possibility that bat roosts could occur here. As mentioned in my previous responses, the absence of standard bat emergence/re-entry survey works is unfortunate, as is the lack of robust site-wide bat activity data (indeed the ecologist's report describes the survey effort as suboptimal). Therefore, in the absence of robust empirical data it is imperative that a precautionary approach is adopted in terms of bat mitigation.

The trees identified as offering potential are to be retained within the site but they must also be retained within a habitat matrix which allows for their continued suitability for bats (and other organisms): the impacts of lighting for instance could render these trees unusable and so negate the point of retaining them on site. Four of the trees are situated along the south-western boundary and will sit adjacent to the proposed 'wetland attenuation basin whilst the last is within the small copse to the north. One would therefore expect that there is no requirement for any lighting of these trees at all and that a darkened link could be made between the two features, for example at the south-western corner of the pond area greenspace where a section of hedging is proposed. I would expect fine details of the lighting scheme (light spillage analysis, luminaire type, lamp type etc.) and how this may impact ecology to be included within any future reserved matters application. Again, due to the inadequacies in the overall bat survey effort it is essential that the design layout reflects the need to protect ecological features and provide for continuing ecological functionality: the site layout is flexible and the ecology is not.

Habitat Creation and Management plan

This document includes details of the site-wide measures proposed to retain, protect and enhance the site's ecological features. In general I am content that the measures detailed within are guided by industry best practice and, if implemented as described, should be effective. I am pleased to see a commitment to maintain darkened areas along the western/south-western boundaries and around the pond in the north. Details of the chosen reptile receptor area will need to be provided also.

If you are minded to grant outline permission could I recommend that a single site-wide ecological mitigation and management plan is provided at reserved matters stage and secured now via a suitably-worded condition, such as:

Condition 1

Prior to the commencement of any development activities a fully-detailed scheme of site-wide ecological mitigation, compensation and enhancement measures (to include but not necessarily be restricted to: site plan showing all ecological features; detailed measures to protect and retain existing habitats and species; lighting plan; location, extent, composition and ongoing management of mitigation/compensation/enhancement habitat) shall be submitted to, and agreed in writing by, the Local Planning Authority. Such details shall be in accordance with the outline mitigation, compensation and enhancement measures detailed within the Habitat Creation and Management Plan and Outline Mitigation Proposals report (The Ecology Co-op, March 2014). Any such measures shall thereafter be implemented in strict accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority and all mitigation features shall be retained and maintained in perpetuity. Reason: to provide ecological protection and enhancement in accordance with Conservation Regulations 2010, Wildlife & Countryside Act 1981, NERC Act 2006, NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Royal Society for the Protection of Birds

No comments

Planning Policy

The Local Plan (Allocations) was formally adopted by Council in 23 July 2014 following an examination in public. The Local Plan (Allocations) identifies sites for specific uses including, housing, employment, retail, recreation and green infrastructure up to 2026. Only development which conforms to the distribution strategy of the adopted Core Strategy is considered in the Allocations Plan.

Principle of Development

Policy EM1/UE13 of the Local Plan (Allocations) identifies the Horndean Road site as being suitable for allocation for housing development. The number of dwellings currently proposed is, in my opinion, sufficiently close to the indicative amount stated within the emerging Plan and the proposal is consistent with the adopted policy.

The proposal is therefore supported in principle. The matters set out in Policy UE13 will need to be addressed during the application process and Policy DM25 (Managing Flood Risk in Emsworth) is also a material consideration to the flood alleviation proposals.

Natural England

This application is within close proximity to the Chichester Harbour Site of Special Scientific Interest (SSSI). This site is also part of the Solent Maritime Special Area of

Conservation (SAC), the Chichester and Langstone Harbours Special Protection Area (SPA) and Chichester and Langstone Harbours Ramsar Site which is a wetland of international importance under the Ramsar Convention.

Natura 2000 site – No Objection Subject to Conditions

Natural England advises your authority that the proposal is not likely to have a significant effect on the interest features for which the above SSSI/SAC/SPA/Ramsar sites are designated, either alone or in combination with other plans or projects subject to advice to the effect of the following attached to any permission granted:

A contribution to strategic mitigation as agreed by the Solent Recreation Mitigation Partnership (formerly SDMP) is secured.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

Arboriculturalist

Low quality trees are highlighted for removal - no objection. Hedgerow removal for site access - no objection. Concerns over loss of part of the woodland

Crime Prevention

Having considered the application I have the following comments to make with reference to crime prevention.

The National Planning Policy Framework makes clear the Governments continuing commitment to "create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion".

The planning guidance states: "Planning should address crime prevention" it goes onto say:

1. Designing out crime and designing in community safety should be central to the planning and delivery of new development. Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder. The prevention of crime and the enhancement of community safety are matters that a local authority should consider when exercising its planning functions under the Town and Country Planning legislation. Local authorities may, therefore, wish to consider how they will consult their Police and Crime Commissioners on planning applications where they are Statutory Consultees and agree with their police force how they will work effectively together on other planning matters.

2. Crime should not be seen as a stand alone issue, to be addressed separately from

other design considerations. That is why guidance on crime has been embedded throughout the guidance on design rather than being set out in isolation.

3. It is important that crime reduction-based planning measures are based upon a clear understanding of the local situation, avoiding making assumptions about the problems and their causes. Consideration also needs to be given to how planning policies relate to wider policies on crime reduction, crime prevention and sustainable communities. This means working closely with the police force to analyse and share relevant information and good practice.

The proposed development is served by two general accesses, however, there appears to be a pedestrian / cycle access provided by using the existing access running between numbers 55 and 61 Horndean Road. Such an access will create a through route drawing people into the southern part of the development. This will increase the vulnerability of the development to crime. The pathway between the dwellings is not lit nor properly surfaced. Therefore, I would recommend that this route is omitted from the final scheme, landscaping and planting should be such that it does not deliver pedestrians and cyclists to this point, a barrier positioned to prevent access from the proposed development into this footpath. I do note that currently this access is gated and a sign advises that it is not a public right of way.

There are a number of rear parking courts situated throughout the development.

Several of these parking courts have little or no natural surveillance, the others have some natural surveillance. These parking areas compromise the security of the surrounding dwellings (and those that can be reached using connecting footpaths) and the vehicles parked within them. Therefore, I recommend that these features are omitted from the final scheme. If this is not desirable then to provide for the safety and security of residents and visitors I recommend:

1. Footpaths leading from the rear parking areas are removed
2. All boundary treatments are topped with trellis to provide some natural surveillance of the parking areas
3. Any rear access gates giving access into these parking areas or connecting footpaths are fitted with a key operated lock that can be operated from either side of the gate
4. A high level of lighting is provided within the parking areas

A large area of public open space is provided about the centre of the development.

There is some natural surveillance along both the northern and southern edges of the space, however, the houses on the eastern side do not overlook this space. To improve the natural surveillance of this space the dwelling adjacent to the eastern side of the open space should be re-orientated to face the public open space. To provide for the safety and security of residents and visitors an appropriate level of lighting should be provided throughout the development.

Officer Comment - Designing out Crime principles should be addressed by the applicant at Reserved Matters stage.

Public Spaces Development Manager

There is sufficient open space provided in this scheme with ample opportunities for play. No mention is made of playground equipment and I see no reason for this to be included. To do so would jar with the character of the area and bring with it the risk of anti-social behaviour. There is equipped play at the nearby Hollybank and Emsworth recreation grounds.

Until recently, there was a waiting list for allotments in the Emsworth area. The addition of these dwellings could bring renewed pressure for food growing land and there might be an opportunity to address this given the nature and location of the site.

This could be by extending gardens or incorporating allotments or a community growing area.

There is no mention of who will maintain the open space and this needs to be addressed. The Council's policy is not to take transfer of the land and responsibility for its maintenance unless a very good case for this can be made.

Officer Comment - Details of a Management Company and Management Scheme must be included within a S106

Southern Electric
No comments

Traffic Management Team
No comments

Urban Design
Concerns raised with regard to some of the parking areas and connection roads to the rear of some of the properties. The detailed design needs to be considered at Reserved Matters stage. The illustrative plan is acceptable in that it demonstrates that the number of units proposed could be accommodated within the site in an acceptable layout overall. Emsworth Design Panel suggested smaller cul-de-sacs should be formed, however this is not in accordance with current advice within the Manual for Streets.

Hampshire Biodiversity Information Centre
Adjacent to site - SINC and Lowlands meadow
On site - Inland Water
Within 2km - SAC, SPA, RAMSAR

Chichester Harbour Conservancy
Members note the improvement to flood risk arising from West Brook overtopping its banks and the implications of that further downstream in the AONB.

Following debate of the application, the only issue raised was that when the local planning authority come to approve new soft plantings, especially in the wetland area to be created, could the following species please be AVOIDED/NOT used, as per the attachment to this email: this indicates the mixture of plants, some of which that are banned from sale (only first 5), ones that are legal to buy and plant in garden (but illegal to allow to escape in the wild) and plants that are very likely to become invasive once they escape from the wild and cause damage to wildlife habitats in the future.

The Conservancy would also urge that the developer ensures that plant coming onto site is cleaned to ensure it is not bringing anything unwanted, especially if they are machines used regularly for pond works.

The concern was essentially that, if planted, these could then spread downstream, causing conservation and ecological issues in the AONB.
Subject to that safeguarding measure, the Conservancy are satisfied the proposals would have not wider landscape impact to the setting of the AONB and as long as mitigation for increased recreational pressure to the AONB were mitigated through a S106 or CIL contribution, related to the Solent Disturbance Mitigation Project, NO OBJECTION is raised.

Officer Comment - The list of plants to be avoided/not used has been forwarded to the agent to inform a Reserved Matters/ Discharge of Condition submission.

County Archaeologist

I would draw your attention to the scoping opinion response sent by Hannah Fluck 3rd December 2013 in which she advised that an archaeological assessment should accompany the application. I would also draw your attention to the archaeological assessment prepared by Wessex Archaeology and submitted with the planning application. The conclusions of the assessment are relatively weak and do not offer an explicit mitigation strategy designed to 'satisfy' the planning authority that any archaeological issues have been addressed. On that basis my recommendation will extend beyond the scope of the submitted archaeological assessment.

The archaeological assessment has considered the archaeological evidence of the immediate area and in the absence of known archaeological remains within the immediate vicinity the report concludes that the site has a low archaeological potential and is of 'limited interest'. I would always recommend that an assessment of this nature rehearses the archaeological potential of the landscape. The HER records what is known and this reflects the degree of archaeological survey in any particular area. Reference to analogous landscapes helps to explore archaeological potential beyond a discussion of 'what has already been found close by'. It is my opinion that given the location in relation to the coastal plain and the proximity to the stream edge taken together with the size of the area to be developed it seems to me it is more likely that as yet unrecorded archaeological remains will be encountered during development than is expressed in the archaeological assessment presented. That is it has a higher archaeological potential than is offered in the report.

Paragraph 7.2.1 states "The presence, location and significance of any buried heritage assets within the site cannot currently be confirmed on the basis of the available information. As such it is likely that additional archaeological investigations may be required by the archaeological advisor to Hampshire County Council". Paragraph 7.2.2 states "The need for, scale, scope and nature of any further archaeological works should be agreed through consultation with the statutory authorities".

I would recommend that an archaeological condition is attached to any planning permission which might be issued. This should secure an appropriate level of preliminary archaeological survey and a mitigation strategy informed by the survey results to mitigate the impact of the development on those remains.

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: 85

Number of site notices: Three

Statutory advertisement: 13/06/2014

Number of representations received:

A revision to the red line plan was submitted on the 6 March 2015 which reduced the red-line to the rear of a residential property located directly adjacent to the eastern site boundary. It was considered necessary to re-notify the neighbours on the receipt of a revised redline as it could impact the landscaping features shown as indicative on the published plans. The agent to the application was advised of the new 13 week date, which also allowed them time to complete the required S106 agreement. The LPA is not seeking to delay the issuing of the decision which should be issued after the additional 14 day publicity period has expired and all parties have completed and signed the S106 agreement.

During the 14 day re-consultation period - one letter of objection was submitted but which raised no new issues of concern.

The number of consultation responses received as listed below is correct at the time of writing this report. The publicity period does not expire until the 8th of December and so any further representations received will be summarised and circulated to members in the form of an addendum to this report.

Two different petition letters of objection were submitted - 41 signed copies of one letter were received and 36 signed copies of the other.

In addition to the petition letters 43 individual letters of objection were received, (including two drainage reports which have been sent to and considered by the EA). An objection letter was also submitted by the Emsworth Residents Association.

It is noted that some households have signed either one or both of the petition letters and submitted individual letters also and as such 120 letters were received from 82 households.

Drainage and Flooding Issues

- The plans to raise ground levels would re-direct flood water to all lower level adjacent dwellings causing flooding and affect ability to secure home insurance.
- The site currently acts as a flood plain, building on it would create flooding to dwellings off-site.
- Insufficient capacity within the existing drainage network - sewerage problems currently experience by existing local residents.
- The site is floodplain zones 1, 2 and 3 and floods during the winter.
- The SUD's scheme will only be effect in the short term. *The S106 will require the future management and maintenance of the scheme*
- The increase in hard standing surfaces will increase runoff and affect properties
- In winter months residents in Horndean Road and the surrounding area experience high risk of floodwater in their gardens.
- The poor flood protection plans cannot benefit the locals who currently suffer - it would put even more homes at risk.
- Close boarded style fencing does not allow floodwater to flow through.
- Longfield Road, Helston Drive and Horndean Drive have flooding problems.
- No evidence of the sequential and exception test is present.
- No allowance is provided for climate change impacts.
- The 150mm freeboard is inadequate.
- No consideration of drain-down times or groundwater influence in the attenuation in the SUDs has been made.
- The FRA compensation scheme is not level for level and therefore inadequate.
- The flood levels are taken from inappropriate coarse flood modelling which is

expressly not to be used for this purpose.

- The proposed flood alleviation scheme is unlikely to present a threat to 33 Horndean Road but is unlikely to bring an improvement to the current flooding situation.
- Long term improvement is only likely to be achieved through improvement to the capacity of the culverts downstream.
- Any increase in surface water run-off should be avoided and betterment sought if possible.
- The detailed design of the SUD's drainage scheme should be studied carefully to ensure it can deliver the low run-off performance.
- No further development should take place upstream of No.33 Horndean Road without a proper assessment of the capacity of the channel downstream and mitigation works to enable the watercourse to discharge flood water effectively.
- Maintenance and proper operation of the downstream culverts should be high priority.
- The alleviation scheme should be welcomed to improve the current flooding situation by not accepted as mitigation for the development.
- Scheme should not be permitted until full details of drainage arrangements between Southern Water and developer are agreed

Access and Traffic

- Insufficient parking provision on site will lead to cars being parked in neighbouring roads.
- Increase in traffic will lead to detrimental impact on road safety for all users
- Additional parking for visitors have not been identified on site for either social or private housing.
- Detrimental impact from exhaust fumes and noise from cars to adjacent dwellings.
- Insufficient turning on site for large delivery trucks, lorries and refuse vehicles.
- Increase in pedestrians could impact road safety.
- Road capacity is insufficient for number of dwelling, particularly at peak times.
- Horndean Road is too narrow, badly congested and will be busier.
- Crossing the B-road outside the proposed alleyway is dangerous for road users.

The alleyway does not form part of the proposals

- Lack of public transport.
- Due to limited turning and access it will be difficult for emergency services to reach the houses.
- The car parks in Emsworth are very over subscribed.
- Insufficient number of parking spaces.
- Additional parking problems will mean that the main access route will become blocked.
- Recent developments in the area means that local people find it difficult to get in and out of private drives.
- Drivers will be delayed in leaving the vehicular entrance and likely to take unnecessary risks after waiting an excessive amount of time.
- Motor vehicles travel too quickly down Horndean Road, which is narrow and straight, and a serious accident will happen. There is no cycle lane and is too narrow.
- Increase congestion at Warblington train crossing

Impact on Ecology and Natural Features

- The meadow and pond are natural habitat for animals wildlife and mature scrubs and this habitat will be detrimentally effected.

- Household chemicals, fertilisers and surface water would wash in watercourse and pollute wildlife.
- Returning birds and wildlife will be homeless.
- More traffic will result in more animal casualties.
- Noise from cars would discourage animals from visiting the area.
- The development would completely change the ecological course of the river.
- Reduce water quality.
- Green open spaces can provide both social and cultural benefits.
- The survey of the existing wildlife and habitats appear to lack depth. The Hampshire Wildlife Trust should be consulted.

Impact on the Occupiers of Adjacent Residential Dwellings

- Light pollution from additional street lighting and car headlights would have a detrimental impact on occupiers of adjacent residential dwellings
- Population increase would detrimentally impact neighbours due to noise, light and impact on privacy.
- Views across fields will be lost.
- The 10.5m towers proposed at the entrance will overlook neighbouring dwellings opposite the site and would be overbearing to these dwellings adjacent and result in a loss of light.
- Groups of people hanging around will be intimidating and will put people's homes and belongings at risk
- Quality of life of local resident would be detrimentally impacted.
- Homes along Horndean Road will be overlooked.
- Increase in crime, vandalism, litter and antisocial behaviour.
- The entrances would provide a continuous source of excessive noise and disruption all day especially in the evening and at night.
- Smokers would vacate their building to smoke and would restrict the ability to open my windows and spend time in our gardens.
- Devaluation of properties.
- Offensive smells from blocked drains.
- Children could fall into the watercourse and pond.
- Air pollution from vehicles, smoke and traffic.
- Will reduce quality of life.
- Loose gravel construction is too noisy.

General Design and Layout Issues

- The 10.5m tall towers to site entrance would not accord with the existing built form within the locality or the rural character of the village.
- Is overbearing and unsympathetic to the local area.
- The vitality of Emsworth village would diminish.
- Horndean Road forms the main approach to the village and the proposed dwellings are too tall and big for the area.
- The new high rise houses should be moved towards the back of the site away from the neighbours and the village green.
- Horndean Road is a residential area with homes of a low height.
- Unacceptable density.
- It does not accord with the aims set out in the Emsworth Design Statement.
- The dwellings should be sustainable and at code level 4.
- Solar panels should be allowed on the roofs of the dwellings.

Other Issues

- It is land environmentally sustainable
- Such a large estate would damage the community feel and small village nature

of Emsworth - negative effects of 'spread town'

- The alleyway, (to Horndean road?) would provide a quick getaway for thieves and youth gangs will congregate. *This alleyway exists is not part of this application*
- Insufficient capacity within local services to cope with the increase in dwellings (doctor/school/emergency services).
- The site does not include provision for children and youth facilities and if no extra facilities are provided there is a greater risk of anti-social behaviour derived from boredom.
- Legal action has been in place to preserve the Emsworth Gap. This development will erode the Emsworth Gap
- The sewerage system along Horndean Road is inadequate. The system is overloaded.
- Community would suffer from infestation of vermin from increased number of refuse bins close to the watercourse.
- Prioritisation should be given to smaller brownfield sites in Emsworth - for example the Gas Tower Land back of Palmers Road.
- Documents provided in the application are inconsistent.
- This site is greenfield and has never been developed on before.
- The Havant Borough Council Gaps review of 2012 describes the importance of strategic gaps.
- The Emsworth Gap should be preserved and maintained in order to look after the existing community.
- The Legal Agreement held between Locks Farm and Havant Borough Council dated 07 October 1992 has been in place to preserve the natural beauty of the land and protect this land both now and in the future.
- The Legal Agreement should be adhered to and the deed not changed.
- Does not consider the best interests of the local community or the detrimental effect this will have on its neighbours.
- Existing health and welfare services to not have sufficient capacity, e.g schools and doctors

7 Planning Considerations

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

- (i) Principle of development
 - (ii) Nature of Development
 - (iii) Impact on the Character and Appearance of the area
 - (iv) Impact on the existing Residential Amenity
 - (v) Impact from the A27
 - (vi) Access and Highway Implications
 - (vii) Flooding and Drainage
 - (viii) The Effect of Development on Ecology and European and Internationally Important Sites
 - (ix) Impact on Trees
 - (x) Archeology
 - (xi) Crime Prevention
 - (xii) Contribution Requirements and Legal Agreement
- (i) Principle of development

7.2 The National Planning Policy Framework (NPPF) was adopted by National Government on the 27th March 2012, replacing all previous National Policy

Documents, including all Planning Policy Statements and Planning Policy Guidance Notes. The primary objective of the NPPF is to increase delivery of sustainable growth and development. It is about delivering growth that is not to the detriment of future generations. This positive growth should perform an economic, social and environmental role and should be allowed to go ahead, without delay. The NPPF requires local development plans to take local circumstances into account and meet the objectively assessed development needs of an area.

7.3 In 2010, the Council carried out a Strategic Housing Land Availability Assessment (SHLAA), which provided an analysis of the potential development sites in the Borough, as part of the evidence base to inform the content of the LDF Core Strategy and Allocations DPDs. The SHLAA contains an assessment of the amount of land that is available for housing development. The role of the SHLAA is to identify sites with potential for housing, assess their housing potential and assess when they are likely to be developed. The SHLAA does not determine whether a site should be allocated for housing development, this is the role of the adopted Havant Borough Local Plan (Allocations).

7.4 The Council adopted its LDF Core Strategy, in March 2011. The Core Strategy sets out a series of strategic planning policies which are intended to guide the future of development in the Borough to 2026. The application site lies outside the urban area as defined on the Proposals Map of the adopted Local Plan (Core Strategy). However, in October 2013, guided by the housing need identified in the SHLAA, the Council approved the draft Allocation Plan for publication and consultation from 11 October for 6 weeks. The plan went through an examination in public in April 2014 and was formally adopted by the Council July 2014. The site the subject of this application forms part of the site allocated by policy EM1 (Site ref UE13) of the Publication version of the Allocations Plan. This housing allocation is for 140 new homes. The site is also subject to a 1992 S106 legal agreement which prevents development of an area of land, of which this site lies within. Policy UE13 of the Allocations Plan identified that this S106 legal agreement would require a deed of variation to be entered into by HBC, EHDC and the Landowners, (as parties to the original agreement), to allow the land to be developed. This was recognised and accepted by the Local Plan Inspector.

7.4.1 It is not considered that the changes to the redline submitted on the 6 March 2015 would result in an adverse impact to the amenities of the occupiers of the dwelling directly to the eastern boundary of the site. This consideration follows the expire of a 14 day re-consultation period during which one letter of objection was submitted but which raised no new issues of concern.

(ii) Nature of Development

7.5 The current application is for outline planning permission with access and levels being the only reserved matter to be determined at this time. The acceptability of the access arrangements will be considered under section (vi) of this report. It is however necessary to give some consideration to the indicative layout for the residential floorspace and proposed density, as it must be demonstrated at this stage that the site can successfully accommodate the extent of development proposed. To this regard the following factors have been considered;

The density of residential development

The mix of dwelling sizes and tenures

The design and layout of the residential development including Public Open Space

The density of residential development

- 7.6 The application seeks 125No. dwellings which equates to approximately 40 dwellings per hectare. Core strategy Policy CS9 (Housing) states that planning permission will be granted for housing proposals which (amongst other matters) 'Achieve a suitable density of development for the location, taking account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form'. Supporting text of the Core Strategy paragraph 6.21 provides further guidance stating that:

The density of new housing will depend on its design and appropriateness to its location. As a guide the following minimum density thresholds have been developed using the Havant Borough Townscape, Landscape and Seascape Character Assessment and the levels of accessibility to a range of facilities:

High Density – Minimum of 60 dwellings per hectare

Medium Density – Minimum of 45 dwellings per hectare

Low Density – Up to 45 dwellings per hectare

- 7.7 Under this assessment the density of development can be considered to be within the Low Density category. Paragraph 6.23 makes it clear that 'It is not intended that density requirements should be too prescriptive as it is often a difficult balance between maximising the use of land and reflecting surrounding built character and the amenity of neighbouring residents. This is therefore best assessed through individual planning proposals through the development management process'. The NPPF states that 'To boost significantly the supply of housing, local planning authorities should, (amongst other matters) set out their own approach to housing density. The proposed density of 40 dph is considered to be an appropriate density.

The mix of dwellings sizes and tenures

- 7.8 With regard to the type and size of proposed accommodation and its potential to create a mixed and integrated community, regard is to advice within Policy CS9 which states that development should 'Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities. In this case the proposal comprises a mix of detached, semi-detached and terraced houses and flats providing 2, 3 and 4 bedroom units.
- 7.9 The Affordable Housing Statement states that the development would accord with the requirements of Policy CS9 of the Core Strategy which requires a minimum of 30% affordable housing on-site. This would equate to 38 affordable units, a mixture of 2, 3 and 4 bedroom homes. The Council's Housing Officer has raised no objection to the development as it would provide much needed affordable housing in the Havant area. No details regarding the tenure split have been provided, however 65-70% of the affordable homes should be rented with the remaining 30-35% being affordable home ownership (Shared Ownership/Shared Equity).

The Design and Layout of the Development including Public Open Space

- 7.10 The actual layout of the development is to be agreed at the reserved matters stage however, a masterplan has been submitted as part of the application. The layout for the scheme has been informed by the topography, trees, hedges and

boundary screening, the nature and form of existing surrounding development and drainage and ecology mitigation requirements over the whole site. Access into the site would be via Horndean Road and Southleigh Road.

The layout includes a wetland retention area and flood compensation area along the western boundary of the site, (see section vii).

(iii) Impact on the Character and appearance of the area

- 7.11 The site currently has an open and rural character to the south and west with Southleigh Road bounding the site to the north. To the east it is adjacent to residential development that follows the line along Horndean Road in a ribbon development with some backland infills. The illustrative layout is considered in very general terms to have an acceptable impact on the residential amenities of adjoining residents. It is illustrative at this stage and would be subject to the consideration of a detailed layout, design and importantly scale of the proposed houses/flats at the reserved matters stage. The scale and height of the development adjacent to the Horndean Road entrance to the site has been raised as a matter of concern by local residents at this stage and would need to be considered in detail at reserved matters stage.

(iv) Impact on the existing residential amenity

- 7.12 With regards to the existing residential amenity, the closest residential development is in Horndean Road. The distance between the closest dwelling in Horndean Road (No. 57) and the proposed closest dwelling on the development site is approximately 21m. It is therefore considered that the proposed development would be unlikely to have an adverse impact of any of the properties in Horndean Road in terms of being overbearing or resulting in any loss of privacy or outlook.
- 7.13 Provision is required to be provided in the form of a financial contribution to ensure that the education needs of the new development can be provided for within the local education provision. It has been considered through the examination of the Local Plan (Allocations) that the development is acceptable in terms of the impact on the other local amenities within the area.

(vi) Access and Highway Implications

- 7.14 As the application is for outline permission with access as the only reserved matter being assessed, the internal road layout has not been subject to detailed consideration because the design is just indicative at this stage. The new access into the development would be from Horndean Road and Southleigh Road.
- 7.15 Concern has been raised by HCC in regard to rat running from Southleigh Road onto Horndean Road to avoid the Southleigh/Horndean Roundabout. The proposals to mitigate against this include traffic calming measures which must form a condition of a subsequent planning consent to be detailed and agreed at reserved matters stage. Such a condition should be imposed which ensures that details of the mitigation features to be constructed are approved by the LPA and provided prior to the occupation of the first dwelling constructed.
- 7.16 The developer would also be required to enter into a Section 278 agreement with the Highways Authority for the crossing of the footpaths to the new junctions. With these measures in place, it is considered that the access to the new development could be carried out safely and therefore would not warrant a reason for refusal on those grounds.

- 7.17 Although the only reserved matter being applied for at this stage is access and levels, the design has been critically assessed in terms of urban design requirements. The layout has dual point of vehicular access from an existing highway routes, and main roads into the development leads to parking spurs. The proposed parking for each unit is either on site or within a parking close by. It is considered that sufficient parking is provided for the number of units proposed. The Council's Landscape Officer has highlighted that the Council's Design Guide expects parking to be grouped in numbers no greater than 5 and that the proposed development has parking courts that incorporated little or no landscaping features. The layout in this respect would be looked at in further detail at reserved matters stage.
- 7.18 Concern has been raised by local residents with regards to the additional traffic which would be created and the capacity of the existing road network system, including the rail crossing, would be exceeded. However, HCC Highways have considered this matter and find that the information submitted is acceptable and that the scheme would not cause a detriment to the local highway network such to justify a refusal of the scheme.
- 7.19 Included in the list of requirements of Policy UE13 of the Local Plan (Allocations) is a footpath/cycle link to the south of the site. The applicant has not sought to provide this link and this area of land is not within the applicant's ownership. However, HCC Highways have advised that a reason for refusal could not be substantiated on the lack of this provision. The applicant has agreed to provide internal provision to the south of the site that would allow for the subsequent creation of a footpath/cycle, (possibly by HCC), from the site down to the recreation ground. An amended indicative layout has been requested and is yet to be received at the time of writing this report. This will be circulated to members prior to the Committee in the form of an addendum to this report. The indicative position of the link would need to be agreed with the Council's Development Engineers at reserved matters Stage.
- 7.20 The site is in close proximity to bus and rail networks, as well as major roads nearby and is therefore considered to be sustainable in that respect. A Transport Assessment submitted with the application concludes the development is sustainable in terms of proximity to local shops and public transport networks.

(vii) Flooding and Drainage

Flooding

- 7.21 A Flood Risk Assessment (FRA) has been submitted as part of this outline planning application. The Scheme has been designed to satisfy policies UE13 and DM25 of the Havant Borough Local Plan (Allocations) document related to managing flood risk in Emsworth and the EA's suggested Flood Alleviation Schemes. The FRA confirms that the site lies partly within Flood Zones 1,2, and 3 'low, medium and high probability flood risk area' from fluvial sources. The assessment states by virtue of the provision of ground level raising above historic flood levels, together with flood compensation being provided for this loss of flood plain, the site is deemed to have passed the Exception Test. As a result of the proposed works, the site will be designated as being totally within Flood Zone 1 for the life time of the development. As such the risk of fluvial flooding has been negated.
- 7.22 The FRA confirms the site is remote from the coast, and so no flooding from the sea or tidal flooding (including backwater effects) can occur. The FRA states the proposal

to raise levels will ensure all proposed dwellings are to be located within flood zone 1 and the proposed flood compensation will ensure the development will not be affected by the impact of climate change. The assessment also confirms the sustainable drainage system has been designed to cater for a 1 in 100 year plus 30% rainfall event, ensuring the new development will not be at risk from climate change, satisfying the Framework's requirement.

- 7.23 Two privately commissioned Flood Risk Assessments were submitted by neighbours living in Horndean Road addressing the potential impact of the development on their properties. Both of these FRA's were forwarded to the EA for comment, who confirmed that the reports did not change their requested advice and suggested conditions. Versions of these flood risk assessments were also submitted to and considered by the Planning Inspector during the course of the Local Plan (Allocations) examination in public.
- 7.24 Section 9 of the submitted FRA sets out the technical details of the Wetland Retention Area which forms part of this application proposal. The Wetland Retention Area forms part of the Water Retention Area along with the Flood Compensation Area, (both sections have been clearly identified within appendix XX of this report). The FRA concludes that the proposed scheme will aid the Emsworth Flood Alleviation scheme through the creation of Wetlands and attenuation ponds. The shape and storage capacity of the Wetland Retention Area has been developed to ensure it can hold between 18,000 and 20,000 cubic metres of storage to reduce flood risk of the existing built up area downstream of the development and this will be further demonstrated through the attaching of the EA's suggested conditions to a planning consent. The Flood Compensation Area to the west of the Wetland Retention Area will be provided through the re-modelling of the land and the resulting fill will be used to raise the sections of the residential development area that need to be lifted out of floods levels. This should be conditioned and the S106 require that the re-profiling of the Flood Compensation Area be retained. To clarify, the Flood Compensation Area will provide additional water attenuation over and above that already provided by the Wetland Retention area and the SUDs associated directly to the development requirement, although the storage provided by the Wetland Retention Area and the SuDS is already in excess of that required purely for the development's hydrological effect.
- 7.25 This demonstrates that the developer is willing to provide over and above the storage and attenuation required purely for the development. However, although the scheme is being built by the developer, further funding from the EA or others sources through CIL bids may be needed to provide the future management of the scheme and the further benefits of the Flood Alleviation Scheme. The details to confirm future management of the Water Retention Area have been included into the requirements of the S106 which must be signed prior to any planning permission being granted.
- 7.26 It can be concluded that the scheme has been designed with careful consideration to flooding and its impact and contribution to flooding; the proposed development makes a positive contribution to the delivery of the Emsworth Flood Alleviation Scheme by reducing the risk of flooding downstream. The scheme is therefore consider to be accord with policy.

Drainage

- 7.27 A foul drainage capacity study of the Southern Water Ltd network was commissioned in 2013 to ascertain if the site could adequately drain to the public network. The

outcome of the study confirmed the public network required upgrading to accept the additional flows. The survey and appraisal confirm that the development proposal proposes to raise the ground levels across the site to approximately 9.2m, this should allow a new gravity sewer to be constructed to adoptable standards. The proposed development therefore addresses a known constraint to the site listed in draft policy UE13 'West of Horndean Road' of the HBC Allocation Plan. (6.2 of the Supporting Planning Statement)

(viii) The Effect of Development on Ecology and European and Internationally Important Sites

- 7.28 The Council's Consultant Ecologist has considered the information as originally submitted with the application along with the subsequently submitted Bat Tree Climbing Survey and Habitat Creation and Management Plan. He considered that, whilst the tree climbing survey is a welcome addition to the information submitted initially, in the absence of robust empirical data it is imperative that a precautionary approach is adopted in terms of bat mitigation. He has suggested a condition that would meet this requirement, (see section 5 Ecology response). The condition as suggested would also support and enhance the information submitted within the Habitat Creation and Management Plan. This document includes details of the site-wide measures proposed to retain, protect and enhance the site's ecological features and HBC's Consultant Ecologist is, in general, content that the measures detailed within are guided by industry best practice and, if implemented as described, should be effective. He was pleased to see a commitment to maintain darkened areas along the western/south-western boundaries and around the pond in the north.
- 7.29 This application is within close proximity to the Chichester Harbour Site of Special Scientific Interest (SSSI). This site is also part of the Solent Maritime Special Area of Conservation (SAC), the Chichester and Langstone Harbours Special Protection Area (SPA) and Chichester and Langstone Harbours Ramsar Site which is a wetland of international importance under the Ramsar Convention. Natural England was consulted to this regard and they advised that the proposal is not likely to have a significant effect on the interest features for which the above SSSI/SAC/SPA/Ramsar sites are designated, either alone or in combination with other plans or projects.
- 7.30 Natural England also advised that a contribution to strategic mitigation as agreed by the Solent Recreation Mitigation Partnership (formerly SDMP) is required. This development would increase the number of dwellings within the 5.6km zone identified as significant in potentially increasing recreational pressure on the Solent SPA. Natural England's advice in regard all new housing development within this zone is that it is likely to have a significant effect on the SPA. The measures of mitigation adopted by the LPA at the end of June this year, Policy DM24 of the Local Plan (Allocations), requires a payment of £172 per dwelling to the Solent Recreation Mitigation Partnership, (formally known as the Solent Disturbance Mitigation Project).

(ix) Impact on Trees

- 7.31 An Arboricultural Impact Assessment (AIA) has been submitted in support of the application. The tree survey recorded 21 individual trees, 6 groups, 3 hedges and 1 copse on the site. The report confirms that the direct tree losses are negligible with T10 (a Pedunculate Oak) being the only individual tree lost. The report also detailed this tree is of poor quality for which a case could be made for the removal of it,

regardless of any redevelopment proposals. The Council's Arborist has been consulted on the proposal and has agreed that only low quality trees are highlighted for removal and thus has raised no objection to the removal of these trees. Also no objection has been raised from Landscape Architect or Tree Officer with regard to the Hedgerow removal for site access.

The proposal therefore accords with policy DM8 of the Core Strategy and as such is considered acceptable.

(x) Archaeology

- 7.32 An Archaeological Desk-Based Assessment (DBA) was submitted in support of the application. The study identified no overriding heritage constraints which would be likely to prohibit development. The closest designated heritage assets were located at a distance of over 700m from the site boundary and are therefore not considered to be sensitive receptors to the proposed development.
- 7.33 The study found that overall there was a low potential for archaeological remains to be discovered within the site boundary. However the assessment established a high potential for post-medieval to modern periods, particularly relating to agricultural use, such as drainage features and field boundaries. The presence, location and significance of any buried assets within the site cannot be confirmed on the basis of the available information.
- 7.34 Therefore, the County Archaeologist was consulted on the application and he considers that the conclusions of the archaeological assessment, prepared by Wessex Archaeology and submitted with the planning application, are relatively weak and do not offer an explicit mitigation strategy designed to 'satisfy' the planning authority that any archaeological issues have been addressed. He recommends that an archaeological condition is attached to any planning permission which might be issued. This should secure an appropriate level of preliminary archaeological survey and a mitigation strategy informed by the survey results to mitigate the impact of the development on those remains.

(xi) Crime Prevention

- 7.35 The National Planning Policy Framework makes clear the Governments continuing commitment to "create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion". In relation to crime prevention, the Hampshire Constabulary Crime Prevention Design Advisor (CPDA) has commented on the proposals in detail. However as the layout is indicative at this stage, the comments will be addressed at the reserved matters stage.

(xii) Contribution Requirements and Legal Agreement

- 7.36 The development is liable for CIL and the exact amount will relate to the floorspace approved under the reserved matters. The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £100 per square metre on new floorspace (measured as gross internal area).

Additionally a S106 will be required in respect to the following matters:-

Off site highway works

The provision of a Residential Travel Plan;

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

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

A contribution in respect to the Solent Recreation Mitigation Partnership at a cost of £172 per dwelling

A contribution of £632,125 towards education

On site open space management and maintenance arrangements;

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

A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangement to secure the operation of the sustainable urban drainage scheme and the Wetland Retention Area throughout its lifetime;

Securing public rights of way and gaining access within the site to the public open space and to cycle/pedestrian routes;

The provision of an access point through the development to the southern boundary of the site; to not prejudice the provision of a future footpath/cycle way to recreation ground

That the levels of the Flood Compensation area are maintained

That a minimum 30% of dwellings are made available as affordable housing in accordance with Council policy;

Affordable housing units to be integrated and compatible with the design of Open Market Housing Units;

Phasing of the affordable housing provision;

Design standards for the affordable housing;

Long term management arrangements for the affordable housing;

Nomination arrangements for the affordable housing

Tenure mix for the affordable housing;

Maintenance of the drainage ditches, attenuation area and related features.

Management of the site and facilities arrangements including Management Entity set up to maintain and manage open spaces within the residential development, SUDS and Wetland Retention Area

8 Conclusion

- 8.1 On the policy issue regarding the release of this site for development, there is considered to be no justification for refusal as set out by the Councils Policy consultation response.
- 8.2 The nature of the development is generally acceptable in terms of density, layout and form. It illustrates that a satisfactory form of development can be achieved with an acceptable impact on the character and appearance of the area.
- 8.3 The illustrative layout is considered to have an acceptable impact on the residential amenities of adjoining residents. It is however, illustrative at this stage and would be subject to the consideration of a detailed layout, design and importantly scale of the proposed houses/flats at the reserved matters stage. The scale of the development adjacent to the Horndean Road entrance to the site has been raised as a matter of concern by local residents at this stage.

- 8.4 The proposed access arrangements are considered acceptable and no objection has been raised by the Highway Authority.
- 8.5 A package of planning obligations will be delivered through a Section 106 Agreement which will mitigate the impact of the development.
- 8.6 In summary, the proposed development is considered to comply with the Local Plan Core Strategy and Allocations and the NPPF. As such the recommendation is for outline permission subject to a Section 106 Agreement and planning conditions.
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9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT OUTLINE CONSENT** for application APP/14/00547

(A) The completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990; such agreement to be to the satisfaction of the Solicitor to the Council and to incorporate the matters detailed in 7.36 of the report.

(B) The following conditions, subject to such additions and/or amendments as the Executive Head of Planning and Built environment considers appropriate:

Appendices:

Appendix A - Location Plan

Appendix B - Site Plan

Appendix C – Indicative Layout Plan

Appendix D - Plan identifying Wetland Retention Area and Flood Compensation Area

Appendix E – Existing photographs of the Site and Surrounding Area

- 1 The development hereby permitted shall be begun before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of the grant of this planning permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 Approval of the details of the following aspects of the development, **hereinafter called "reserved matters"** shall be obtained from the Local Planning Authority in writing before any development is commenced:

- the scale of the development;
- (i) the appearance of the development
- (iii) the landscaping of the site
- (iv) the layout of all the buildings

Reason: In order to secure a satisfactory development.

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

Site Plan drwg. no 055/PL/02 rev B received 6/03/2015
 Illustrative Masterplan drwg. no 1375/1001 received 21/08/2014
 Illustrative Landscape Masterplan drwg. no 055/PL/03 rev A received 22/05/2014
 Indicative Expanded Sections received 21/10/2014
 Indicative Aerial Masterplan received 21/10/2014
 Transport Assessment Part 1 and 2 received 04/06/2014
 Archaeological Assessment received 22/05/2014
 Landscape and Visual Impact Assessment received 22/05/2014
 Design and Access Statement received 22/05/2014
 Planning Statement received 22/05/2014
 Statement of Community Engagement received 22/05/2014
 Affordable Housing Statement received 10/06/2014
 Ecology Summary Statement received 22/05/2014
 Bat Report received 04/06/2014
 Supplementary Bat Tree Climbing Report received 01/10/2014
 Habitat Creation and Management Plan and Outline Mitigation Report and Summary Statement received 23/09/2014
 Great Crested Newt Survey and Assessment received 22/05/2014
 Reptile Survey received 22/05/2014
 Phase II Vegetation Survey received 22/05/2014
 Brent Goose Survey received 22/05/2014
 Phase I Habitat Assessment received 22/05/2014
 Ecological Walkover Assessment received 22/05/2014
 Arboricultural Impact Assessment received 22/05/2014
 Tree Survey Schedule received 22/05/2014
 Tree Retention - Removals Plan received 22/05/2014
 Tree Protection Plan received 22/05/2014
 Flood Risk Assessment including appendices A, B,C,D,F, G received 22/05/2014
 Amended Appendix E of the Flood Risk Assessment received drwg.No 13-016/110 rev B 17/09/2014
 Phase I Geo-Environmental Site Assessment and Preliminary Phase II Geotechnical Site Investigation received 11 September 2014
 Terra Firma response to Landscape Consultation received 11/09/2014
 Wetland Retention Area drwg.no 13-016/124 received 24/11/2014
 Flood Compensation Area drwg.no 13-016/123 received 24/11/2014
 Walking & Cycling Audit received 12/11/2014
 PIA Data Summary received 12/11/2014
 Drawing TR_001 Access to Southleigh Road Access Rev R1 received 12/11/2014
 Drawing TR_002 Access to Horndean Road Rev R2 received 12/11/2014
 Drawing TR_003 Access to Southleigh Road Access Rev R1 received

12/11/2014

Drawing TR_004 Dropped Kerb Provision received 12/11/2014

TRICS Trip Rate Data received 12/11/2014

TEMPRO Data Emsworth Growth Rates received 12/11/2014

Warblington Station Level Crossing Barrier Closure Data AM/PM received 12/11/2014

Interim Travel Plan Rev 1 received 12/11/2014

Draft Travel Plan Costings received 12/11/2014

Layout Plan for Future Cycle Link Between Points X-Y, received 16/12/2014

Reason: - To ensure provision of a satisfactory development.

- 5 No development hereby permitted shall commence until plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same have been submitted to and approved in writing by the Local Planning Authority. The implementation and making up of the same shall be completed in full accordance with such plans, particulars and programme as are thus approved by the Authority.

Reason: To ensure that they are constructed to satisfactory standard and, where appropriate a standard which will enable them to be taken over as publicly maintained highways and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the local planning authority. Thereafter all works shall be carried out in accordance with the approved Statement throughout the construction period.

The Statement shall provide for:

- (ii) the parking of vehicles of site operatives and visitors
- i) loading and unloading of plant and materials used in constructing the development
- ii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- iii) site compound and storage of plant and materials used in constructing the development

Reason: To ensure that development should not prejudice highway safety nor cause inconvenience to other highway users or result in any other significant harm to the amenity of local residents, or to existing natural features and having due regard to policies DM8, DM10, and CS20 of the Havant Borough Local Plan (Core Strategy) which forms part of the Development Plan and National Planning Policy Framework, March 2012.

- 7 No development hereby permitted shall commence until plans and particulars specifying the alignment, type, height and, where appropriate, construction materials and design of all proposed screen walls, fences, hedges and other means of enclosure, including acoustic fences where appropriate have been

submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Authority, the development hereby permitted shall not commence prior to the completion of the installation of all screening provision as is thus approved by the Authority. At all times thereafter, all of that screening provision shall be retained in a wholly sound and effective condition.

Reason: To safeguard the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 8 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the finished levels (above ordnance datum) of both the ground floors of the proposed buildings and the surrounding ground levels in relation to hereby approved proposed and existing ground levels have been submitted to and approved by the Local Planning Authority.

Reason: In the interests of the amenities of the locality and having due regard to policies CS11.1, CS11.4, CS16, and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 9 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the provision to be made for a material storage compound within the site have been submitted to and approved in writing by the Local Planning Authority. The approved compound shall be available prior to the commencement of any building works and throughout the contract period and no materials shall be stored anywhere else on the site.

Reason: In the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 10 The development hereby permitted shall not commence until plans and particulars specifying the provision to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. There shall be no external lighting on the site other than as thereby approved.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 11 The development shall not be brought into use until space for the loading, unloading, parking and turning of vehicles has been provided within the site, surfaced and marked out in accordance with details to be agreed in writing with the Local Planning Authority. Such areas shall thereafter be retained and used solely for those purposes.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 12 Prior to the commencement of any development a fully-detailed scheme of site-wide ecological mitigation, compensation and enhancement measures (to

include but not necessarily be restricted to: site plan showing all ecological features; detailed measures to protect and retain existing habitats and species; lighting plan; location, extent, composition and ongoing management of mitigation/compensation/enhancement habitat) shall be submitted to, and agreed in writing by, the Local Planning Authority. Such details shall be in accordance with the outline mitigation, compensation and enhancement measures detailed within the Habitat Creation and Management Plan and Outline Mitigation Proposals report (The Ecology Co-op, March 2014). Any such measures shall thereafter be implemented in strict accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority and all mitigation features shall be retained and maintained in perpetuity.

Reason: To provide ecological protection and enhancement in accordance with policy CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework 2012, Conservation Regulations 2010, Wildlife & Countryside Act 1981, and NERC Act 2006.

- 13 Prior to commencement to submit plans of how the road layout of the site will be designed so as to discourage through traffic between Southleigh Road and Horndean Road from using the sites internal road layout. Any agreed traffic calming feature shall be provided prior to the occupation of the first 25 dwellings constructed.

Reason: To reduce the likelihood of vehicles 'rat running' through the development in order to ensure the safety of pedestrians and cyclists within the development and having due regard to policies CS20 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 14 Prior to commencement of any development to submit plans and particulars for approval in writing by the Local Planning Authority showing the detailed proposals for how the internal layout of the site allows for the future provision of a southern pedestrian and cycle access.

Reason: To provide the ability to create a future link for a cycle route to the south of the site in the interest of highway safety and having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 15 No development shall take place until a detailed design for the proposed relocated route of the watercourse crossing the development has been submitted to and approved in writing by the local planning authority.

The design will need to:

1. Demonstrate that the capacity of the watercourse will not be reduced as a result of the development. Design information to include location plans, calculations and cross sections.
2. Provide detail of any structures including control structures and new headwalls.

Reason: To ensure that flood risk does not increase as a result of the proposed relocation of the watercourse and having due regards to Policy DM25 of the Local Plan (Allocations) and Policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 16 No development shall take place until a detailed design for the proposed wetland area has been submitted to and approved in writing by the local planning authority. The design will need to:
1. Demonstrate that the wetland area provides sufficient compensatory storage for the proposed land raising elsewhere on site. Design information to include location plans, calculations and cross sections. If the wetland is able to provide additional storage the standard of protection associated with this must be quantified.
 2. Provide detail of any structures including control structures and new headwalls.
- Reason:** To ensure that flood risk does not increase as a result of the proposed land raising on site and having due regards to Policy DM25 of the Local Plan (Allocations) and Policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 17 No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year (with an allowance for climate change) will not exceed the run-off from the existing site following the corresponding rainfall events. The drainage scheme should:
1. Provide an assessment of how the site is currently drained, its existing runoff rates and the proposed runoff rates. It should demonstrate that the combined flow from the proposed development does not exceed existing rates.
 2. Demonstrate the surface water run-off generated up to and including the 1 in 100 year an allowance for climate change will not exceed the run-off from the existing site following the corresponding rainfall event.
 3. Demonstrate the measures employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving waters.
 4. Include details of how the scheme shall be maintained and managed after completion. This shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.
 5. A timetable for its implementation
 6. A written summary of the scheme, including supporting calculations.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, both on and off site, and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 18 No development shall take place until a scheme for the provision and management of a minimum 8 metre wide buffer zone alongside the newly realigned watercourse, newly created wetlands and existing pond shall be submitted to and agreed in writing by the local planning authority. Thereafter

the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, roads, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- iv) plans showing the extent and layout of the buffer zones
 - details of any proposed planting scheme, which should consist of only native species.
 - details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including
 - adequate financial provision and named body responsible for management plus production of detailed management plan
 - details of any proposed footpaths, fencing, lighting etc.

Reason: Development that encroaches on watercourses , wetlands and ponds has the potential to have a severe impact on their ecological value. Land alongside watercourses, wetlands and ponds is particularly valuable for wildlife and it is essential this is protected and having due regards to Policy DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 19 No development shall take place until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

- detail extent and type of new planting (NB planting to be of native species)
- details of maintenance regimes
- details of treatment of site boundaries and/or buffers around water bodies
- details of management responsibilities

Reason: Development that encroaches on watercourses , wetlands and ponds has the potential to have a severe impact on their ecological value. Land alongside watercourses, wetlands and ponds is particularly valuable for wildlife and it is essential this is protected and having due regards to Policy DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 20 No development shall take place until the proposed realigned watercourse and newly created wetlands, (formed of the Wetland Retention Area and Flood Compensation Area), are constructed in accordance with a scheme and method statement to be submitted to and approved in writing by the local planning authority. The scheme shall include the following:

- The timing of the works
- Cross sections of the proposed realigned watercourse and proposed wetlands

- The measures to be used during the development in order to minimise environmental impact of the works (considering both potential disturbance and pollution)
- The ecological enhancements as mitigation for the loss of habitat resulting from the development
- A map or plan showing habitat areas to be specifically protected (identified in the ecological report) during the works.
- Any necessary mitigation for protected species
- Construction methods
- Any necessary pollution protection methods
- Details of the exact realignment of the watercourse and details of any bed material that may be imported to site. We would expect to see a two stage channel with wetland berms creating sinuosity and providing some natural variability rather than a linear, uniform channel. The works shall be carried out in accordance with the approved method statement.
- Method to ensure topsoil conservation for flood compensation area which is to remain as agricultural land

Reason: Development that encroaches on watercourses , wetlands and ponds has the potential to have a severe impact on their ecological value. Land alongside watercourses, wetlands and ponds is particularly valuable for wildlife and it is essential this is protected and having due regards to Policy DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 21 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, including interalia details of Sustainable Drainage Systems and their maintenance, land drainage and off site sewer works have been submitted to and approved 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 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 regards to Policy DM25 of the Local Plan (Allocations) and Policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 22 No development shall commence until a revised Arboricultural Impact Assessment and Method Statement relevant to any reserved matters layout has submitted to and agreed in writing by the Local Planning Authority. The proposed works shall be carried in accordance with the approved details.
Reason: to ensure the trees are not adversely affected by the construction of the development and having due regard to Policy DM8 of the Havant Borough Local Plan (Core Strategy) which forms part of the Development Plan and National Planning Policy Framework, March 2012.

- 23 Prior to commencement, full details of existing and proposed levels for the water compensation area shown on plan 13-016/110 rev B shall be submitted/agreed by LPA. Re-levelling in accordance with the approved plans shall be carried out prior to the construction of any dwelling the subject

of this permission. Resulting levels and gradients shall not be increased at any time thereafter without approval of LPA.

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 regards to Policy DM25 of the Local Plan (Allocations) and Policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 24 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: The site is of archaeological significance and it is important that the opportunity should be afforded to excavate the site before development commences and having due regard to policy CS11.4 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 25 The existing hedge that forms the boundary treatment to the northern and eastern boundaries of the site shall be retained at an average height of more than 2.5m except where it is necessary to be removed to form the access points into the development hereby agreed.

Reason: To ensure that measures are provided in the interests of the visual amenity of the local area having due regard to policies CS16 and DM8 of the Havant Borough Local Plan 2011 and the National Planning Policy Framework 2012.

Appendices:...