
Site Address:	Land north of, Station Road, Hayling Island		
Proposal:	Mixed use development comprising 76 residential units (4No. 1bed, 22No. 2 bed, 31No. 3bed; and 19No. 4 bed dwellings; and 1000sqm of light-industrial accommodation (use Class B1) with associated parking, access, landscaping and surface water drainage.		
Application No:	APP/15/00919	Expiry Date:	19/10/2015
Applicant:	Mrs A Wright	Team:	Team 2
Agent:		Case Officer:	Daphney Haywood
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site comprises a 2.4 hectare parcel of land located at the northern edge of West Town in South Hayling and adjoining the Hayling Billy Business Centre. The site is roughly rectangular in shape but with the addition of a further area to the north east corner to provide an attenuation basin. The land is currently in arable field use and is broadly bound by open land to the north; housing development to the east, and west ; and commercial / light-industrial premises to the south and west.
- 1.2 The site is enclosed by existing built form on 3 sides. The northern boundary of the site is not defined by any physical features and extends into an area of further arable farmland. The eastern boundary is marked by a drainage ditch which forms the boundary with residential properties along Dances Way. The southern boundary adjoins a builders yard, garage and residential properties fronting Station Road. The western boundary is also marked by a drainage ditch which runs parallel with Furniss Way beyond which sits residential properties in Station Road and the Hayling Billy Business Centre in Furniss Road.
- 1.3 The site which is relatively flat has been used for agricultural purposes for many years and currently has little vegetation of note apart from several mature trees located around the peripheral edges none of which are subject to Tree Preservation Orders (TPOs).

2 Planning History

The site subject to this application is allocated by Policy HY2 (Hayling Island Mixed Use Allocations) of the adopted Havant Borough Local Plan (Allocations). This mixed use allocation is for 75 new homes and 1,000 square metres of new employment floorspace.

APP/13/00639 Outline planning permission for mixed-use development comprising up to 59 dwellings and 1,250sqm of light-industrial accommodation (Use Class B1). Off-site highway works including widening of footpath. Approved 2013.

3 Proposal

- 3.1 The proposal is for a mixed use development comprising 76 residential units (4No. 1bed, 22No. 2 bed, 31No. 3bed; and 19No. 4 bed dwellings) and 1000sqm of light-industrial accommodation (use Class B1)

- 3.2 Vehicular access to the residential part of the site is proposed via Station Road at the south western corner of the site adjacent Nos. 76, 76a and 76b Station Road, with a separate access off Furniss Way to serve the proposed industrial units. The proposal includes off site highway works including the widening of the footpath in a westerly direction up to the bus stop, and traffic calming measures in Station Road.
- 3.3 The general density of residential areas adjoining the site ranges from 18-20 dwellings per hectare. A density of approximately 35 dwellings per hectare is proposed for the residential part of the site comprised of 2 and 3 bed houses. The dwellings would be constructed in multi stock bricks (3 types) with elements of render, and a mix of concrete and slates for the roof. The Employment floor space would comprise 8 terraced units providing a total floor area of 1,000 sq. m.
- 3.4 30% of the dwellings proposed would be affordable units which would include properties to rent and shared ownership properties. The majority of the dwellings proposed are as two storey houses, however, the submitted details indicate 3 one and a half storey dwellings on the eastern part of the site. The dwellings would comprise a mix of detached, semi-detached and terraced.
- 3.5 For the majority of plots the rear garden depths are 10m and back to back distances accord with the requirements of the Havant Borough Design Guide. Parking provision is a mix of in curtilage, off road and parking courts and numerically accords with the adopted standards. In addition 9 visitor parking spaces are indicated.
- 3.6 The application excludes the existing garage and builders yard to the south, which form part of the local plan allocation - the garage part of which has now been developed with a mixed residential/employment scheme, and the proposal provides for a footpath link through to this adjoining site and Station Road.
- 3.7 The submitted plans provide for a landscape belt to the north with the adjacent farmland, and landscape buffers to the east, west and south. A dry attenuation area is indicated in the north east corner of the site.
- 3.8 Photographic evidence at the time of the outline approval identifies that the site is used by Brent Geese, and the current proposal maintains the mitigation of the previous outline approval comprising some replacement land, which adjoins the site to the north and was previously used for keeping horses, and has now been turned over to arable farming in accordance with the agreed mitigation.
- 3.9 The planning application is supported by a comprehensive set of plans covering such matters as parking strategy, storey heights, external enclosure, external finishes, bin and cycle store, and includes the following documents:

Design and Access Statement;
Planning Statement,
Drainage Strategy and Flood Risk Assessment ,
Community Involvement Statement,
Ground Investigation Report,
Tree survey and constraints
Archaeological Desk Based Assessment,
Transport statement,
Travel Plan,
Ecological Assessment ,

Landscape and Visual Assessment,

- 3.10 The plans have been amended since submission, including resiting to take account of the relationship with development fronting Station Road, impact on mature trees, street scene and elevational details to improve the urban design of the development, and boundary treatments.

4 Policy Considerations

National Planning Policy Framework 2012

Havant Borough Local Plan (Core Strategy) March 2011

CS10	(Gypsies, Travellers and Travelling Showpeople)
CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS12	(Chichester Harbour Area of Outstanding Natural Beauty (AONB))
CS13	(Green Infrastructure)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS3	(Skills and Employability)
CS7	()
CS8	(Community Safety)
CS9	(Housing)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
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

DM17	(Contaminated Land)
HY2	(Hayling Island Mixed Use Allocations)
HY2	(Hayling Island Mixed Use Allocations)
AL1	(Presumption in Favour of Sustainable Development)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

Supplementary Planning Documents

Borough Design Guide SPD (Adopted Dec 2011)

Housing SPD (Adopted July 2011)

Residential Parking and Cycle Provision SPD (Adopted March 2010)

5 Statutory and Non Statutory Consultations

Arboriculturalist No adverse comments to amended layout.

Building Control, (Fire Access Consultation) No adverse comments (includes consideration of Fire Brigade)

Hampshire Fire & Rescue No comments received

County Archaeologist Concerned that the potential may have been under estimated and requested conditions

Coastal Engineer

No objection - site is flood zone 1. Havant's drainage team should be consulted.

Drainage Engineer

No adverse comments

Environment Agency No objection . Prior written consultation of the Lead Local Flood Authority required

(**officer note** - agent advised and informative recommended)

County Ecologist

The application is accompanied by a Preliminary Ecological Assessment (WYG, August 2015) which details the results of an updating site survey and seeks to update the ecological assessment and mitigation strategy undertaken for the previous outline application. In summary, the update survey concludes that the site conditions have not changed substantially since the previous assessment and that broadly speaking the previous mitigation measures are valid. The key potential impacts at this site are related to recreational disturbance of birds and habitats associated with the nearby SPA. The application site is used by over wintering Brent geese, as are other large fields in close proximity. Detailed discussions took place for the previous application and a position was reached whereby all parties were satisfied that impacts were understood and could be adequately mitigated.

Although there is now an increase in residential units the range of impacts remains identical and the previous mitigation measures apply: minimising direct and easy access from the site onto the SPA and associated habitats, the use of the former horse paddock to the north and the removal of the gappy hedgerow separating the application site from the small paddock. I welcome that the small paddock is now in arable production and therefore theoretically available for use by Brent geese, albeit when the cropping regime is favourable.

The ecology report identifies a number of gaps within the western boundary hedgerow, clearly made to suit local walkers, and notes that these gaps will be repaired. I can see no written commitment elsewhere within the application – this is imperative as the failure to repair gaps regularly will negate a large part of the mitigation strategy and will presumably further engender a false 'right of access' across private land which is used by large numbers of geese. Clarification of this issue would be welcome – are Barretts to ensure long-term maintenance? If not, then who? I would also recommend consultation with Natural England on the efficacy of the wintering bird mitigation strategy, although this was acceptable previously.

Otherwise, I am content that the overall mitigation strategy for all aspects is sound and welcome the addition of suitable habitat for reptiles as well as bats and birds. The issue of fence maintenance aside, if you are minded to grant permission could I suggest that all ecological mitigation, compensation and enhancement measures are

secured by condition.

Development activities shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Preliminary Ecological Assessment (WYG, August 2015) unless otherwise agreed in writing by the Local Planning Authority. Any mitigation, compensation and enhancement features shall be maintained in perpetuity unless otherwise agreed in writing by the LPA.

Reason: to provide ecological protection and enhancement in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Request a covenant or similar to ensure the hedgerow remains monitored and any gaps filled.

Economic Development -The proposed layout for the commercial space fits with our request for separation and would suit the locality in terms of size and use. I can therefore support the application as it is presented. The S106 Employment and skills plan for the site with respect to both the employment space and the residential units will need to be reviewed.

Education Department - no contribution can be sought

Natural England Government Team

Internationally and nationally designated sites

The application site is within or in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations'). The application site is in close proximity to the Chichester and Langstone Harbours Special Protection Area (SPA) and Solent Maritime Special Area of Conservation (SAC) which are European sites. The sites are also listed as Chichester and Langstone Harbours Ramsar site and also notified at a national level as Langstone Harbour Site of Special Scientific Interest (SSSI(s)). Please see the subsequent sections of this letter for our advice relating to SSSI features.

In considering the European site interest, Natural England advises that you, as a competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that a plan or project may have. The Conservation objectives for each European site explain how the site should be restored and/or maintained and may be helpful in assessing what, if any, potential impacts a plan or project may have.

SPA: No objection – subject to conditions

The consultation documents provided by your authority do not include information to demonstrate that the requirements of Regulations 61 and 62 of the Habitats Regulations have been considered by your authority, i.e. the consultation does not include a Habitats Regulations Assessment.

In advising your authority on the requirements relating to Habitats Regulations Assessment, and to assist you in screening for the likelihood of significant effects, based on the information provided, Natural England offers the following advice:

- the proposal is not necessary for the management of the European site
- that the proposal is unlikely to have a significant effect on any European site, and can therefore be screened out from any requirement for further assessment

Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Langstone Harbour SSSI, Chichester and Langstone Harbours SPA/Ramsar, or Solent Maritime SAC are designated, either alone or in

combination with other plans or projects, subject to conditions and advice to the effect of the following being attached to any permission granted:

- Mitigation is provided as recommended by the Brent Goose and Wader Mitigation Strategy (2013), and submitted Update Preliminary Ecological Assessment (August 2015). However, we require that the hedge separating the application site and Brent Goose and Wader site H34E is planted and maintained, in perpetuity, as a continuous hedge thereby preventing the access and thereby recreational disturbance of supporting SPA habitat.
- No percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbA_{max} – measured at the sensitive receptor) to be undertaken during the bird over wintering period (i.e. October to March inclusive).

Note: The sensitive receptor is the nearest point of the SPA or any SPA supporting habitat (e.g. high tide roosting site).

- This application is within 5.6km of Chichester and Langstone Harbours SPA and will lead to a net increase in residential accommodation. Natural England is aware that Havant Borough Council has recently adopted a Supplementary Planning Document (SPD) or planning policy to mitigate against adverse effects from recreational disturbance on the Solent SPA sites, as agreed by the Solent Recreation Mitigation Partnership (SRMP)

Provided that the applicant is complying with the SPD or policy, Natural England are satisfied that the applicant has mitigated against the potential adverse effects of the development on the integrity of the European site(s), and has no objection to this aspect of the application.

SSSI No objection – no conditions requested

This application is in close proximity to Langstone Harbours Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the *Wildlife and Countryside Act*

Other advice

We would expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity)
- local landscape character
- local or national biodiversity priority habitats and species.

Natural England does not hold locally specific information relating to the above. These remain material considerations in the determination of this planning application and we recommend that you seek further information from the appropriate bodies

Environmental Health Manager, Community Group

Conditions in respect to acoustic fencing and external plant required.

SUDS / Drainage

I note that an oil interceptor is proposed for the car park / yard for the B1 light industrial area – however documentation submitted with the application does not provide specifications (type / model / capacity) or outline either requirements or provisions for inspection & maintenance.

Notwithstanding the ecological concerns raised by others with respect to the

proposed form & confinement of the swales, ditches & pond (which whilst appearing to be legitimate, are separate issues); the principle of discharge of attenuated surface waters via the proposed swale / pond to the existing ditch system is agreed to be appropriate. Discharge to surface waters is preferable to discharges via soakaway, as surface waters provide viability / surveillance so that pollutants entering the system might be identified, as well as providing accessibility to facilitate removal or treatment of pollutants prior to downstream release.

No interceptor is proposed for adoptable highway surface water discharges to the swale. Transmission of surface water runoff to the swale does represent a pathway for chronic inputs of automotive fluids (or acute pollution, following RTC or deliberate inappropriate disposal to surface water drainage system).

The balancing pond will act as a buffer to a degree, but the site is an adopted SINC, and is close to (and ultimately drains to) European designated sites. Direct pollution pathways should be mitigated as far as practicable; CIRIA C735 (SUDS Manual) provides a methodology for assessing whether attenuation features provide adequate retention & treatment to address the likely degree of risk from the trained area.

The SUDS manual has recently been comprehensively revised, and it would appear that the risk from residential highway drainage has been 'upgraded', and as a result, it is not clear whether the proposed system includes sufficient steps within its treatment train to satisfy the latest industry standards. As discussed, it is possible that the Swale & Pond do provide sufficient attenuation, retention time, and treatment prior to discharge, however this has not been demonstrated.

It is thought that there remain outstanding details with respect to drainage runoff volumes, release rates, and capacity calculations (alongside the ecological concerns mentioned above) - these are issues that I expect other consultees to pick up, but to my knowledge concerns raised (or information requested) has not been addressed by the applicant to date.

Whilst in an ideal world, these details would be established prior to issuing a decision, but I am aware that there remains little time within which for the applicant to respond to such concerns. In the interests of expediency, a condition is proposed for the purpose of;

- establishing that the proposed strategy provides adequate attenuation, retention & treatment of likely pollutants from the drained areas (commercial area, and residential area), and secure amendments if the submitted strategy does not comply with the latest standards.
- establishing the technical details for proprietary retention structures proposed (e.g. commercial area yard drainage interceptor), alongside the associated maintenance requirements, and details of how these are to be met.
- providing opportunity for other concerns (e.g. ecological, flooding) to be accounted for within the drainage strategy as necessary / appropriate

Ground Contamination

The ground investigation report is largely favourable – few elevated determinants have been identified, and no elevated values are of concern. The trial hole location strategy was appropriate, targeting possible off-site contamination that represents the only tangible sources (in line with the desk based information), and providing a stratified / regular coverage over the low risk areas of the site.

Desk Study

The walkover identified exposed founds within the vicinity of the site access, adjacent to Station Road – interpreted as a development started, but not completed (which may be the case – I'm not certain about the planning history for that site). No structures have previously been mapped at that location, however 1946 aerial photography shows a fairly substantial structure at this location (approx. 10m x 10m, ca. 1.5 / 2 storey's, standing within a large plot of 30 x 40m approx.). Given the industrial / commercial landuse history of land on the north side of station road (station, warehousing & sidings to the West, and gas, coal, building materials & automotive uses to the East), and the relatively temporary nature of the structure (i.e. not present on mapping from 1938 or 1969); residential use cannot necessarily be assumed. This location is expected to pose the greatest likelihood of localised contamination being present.

Site Investigation

With respect to the environmental sampling undertaken, I note the absence of soil gas monitoring information from the report (which I gather should be available).

There is also some uncertainty with respect to BH8 (West boundary, adjacent to the former railway sidings & modern industrial uses) - this location is relatively well placed & at a suitable depth as to intercept migrating contamination from those external sources, and the hole is marked on the site plan as being completed as a monitoring well; however

- The trail hole log doesn't include well construction details, and
- The lab sample matrix description does not match the trail hole log
-

It is considered that the site conceptual model would lead us to conclude that contamination that might be present on land adjacent to the Western boundary of the site might not be likely to migrate to the site (may not be up-gradient, or may be intercepted by drainage features), however, if a well is available at BH8, a groundwater sample would be useful to improve confidence in the results presented.

It is not clear whether a groundwater sample or gas monitoring is / should be available, or if not, why these were not undertaken (i.e. whether the plan is in error, or whether site conditions pre vended well completion or sample collection). This should be established.

As previously indicated, the submitted report is strongly indicative that potential off-site contamination sources identified are not affecting the development site to a materially significant degree.

However, data are omitted that could identify conditions indicative of a contamination source that has not been intercepted by the trial holes installed, or the depth of samples selected for analysis. This information would be useful to build the evidence base from which conclusions are drawn.

I had previously indicated that I was inclined to request a condition only to formalise the proposed watching brief for unexpected contamination (and contamination within un-investigated areas of the site where there is residual uncertainty over the history e.g. at the site access), but also that a condition may be appropriate if the omitted monitoring data / clarifications etc. cannot be provided within the decision period. I

gather that these issues were discussed with the applicant at a planning meeting on 7th October, however no further details have been received to date.

It is acknowledged that the submitted reports are a) appropriate & b) favourable insofar as the data presented, and it is expected that the submission of omitted data & or monitoring data subsequently collected will be a formality. It is however appropriate in the absence of that information to retain a mechanism for securing any additional investigation, remediation or risk mitigation measures that may be considered necessary following a review of those data.

Ideally, these issues would have been clarified within the decision period, and this is likely to have avoided the need for a condition. However, as above, I am aware that there remains little time within which for the applicant to respond to such concerns. In the interests of expediency, therefore, conditions proposed.

Foundations / Radon

Radon risk is marginally elevated within this area (class 2, 1-3% existing homes above action level). However, new-build properties in this area do not require specific radon protection – this is in large part due to assumptions made in respect of modern construction methods & standards.

If a construction method is selected that is not inherently 'minimal risk with respect to ingress of soil gas – it may be prudent for the applicant to consider installation of basic protection.

There is some discussion within the Wilson Bailey Report with respect to foundation options, indicating that vibro-stone column ground improvement may be favoured. The applicant should consider measures to mitigate radon ingress to internal spaces, as stone columns can create preferential pathways between soils & habitable spaces (dependent upon superstructure design detail).

Other foundation options would be technically feasible at this site. If driven piles are ultimately selected as the preferred foundation solution, consideration should be given the timing as percussive operations should be limited (or other noise limiting techniques / equipment considered) during periods where Brent Geese are over-wintering, as this activity could lead to significant disturbance.

Transport & Air Quality

I've no adverse comments on Air Quality – existing traffic levels associated with (& existing background pollution at-) Station Road are insufficient for the new development traffic to be likely to have a significant impact, and there are no local air quality exposure concerns that would be relevant for future occupants of the development.

Hampshire Wildlife Trust Note the commitment to paying the SRMP and that the mitigation agreed as part of the previous application, however, concerned about the effectiveness of the mitigation and in particular on going repair the fence along the Billy Line. Disappointed that the increase of dwellings by 16 but no on site recreation space.

HCC Highways

This falls under the agency agreement and the Highway Authorities comments should be made by HBC's engineer.

Development Engineer - Highways

I would suggest the same Grampian condition we put on the previous permission with regard to occupation linked to the work shown on a submitted plan. An informative could be put on the application for the need for a Section 278 Agreement with HCC to carry out the works on the Public Highway.

Housing

Affordable Housing

This submission would appear to comply with Core Strategy policy CS9. 2 and provide at least 30% affordable housing on-site; this equates to 23 units (rounded up from 22.8) and the proposals are as follows:

Unit type	Number	No.of beds	Size sqm
Maisonette	4	1	45.43
House	8	2	78.22
House	7	3	86.00
House	3	3	97.70
House	1	4	102.50
Total	23		

I can confirm that I would support the development on this basis as it will provide much needed affordable housing in the Havant area. The applicants state that the tenure split will be 70% Affordable Rented/ 30% Shared Ownership which in this case would equate to (when rounded down) 16 rented homes and 7 shared ownership homes.

Demand for affordable housing remains high; currently there are 2240 households registered in the Havant area and of these 1212 require a 1 bed home, 713 are waiting for a two bedroom home and a further 214 require three bedrooms. Latest published figures show that there are an additional 759 Havant applicants registered with Help to Buy South, our local Help to Buy Agency, for Shared Ownership and other Intermediate tenure properties which represents 25% of the total applicants numbers.

Should this proposal proceed to final development it will help to improve the supply of this very limited resource and at the same time help towards the overall housing numbers required by the Borough.

The homes will provide much needed accommodation in a popular and very desirable location with links to transport, education and amenity facilities. The affordable homes will be advertised by Havant Borough Council through Hampshire Home Choice, our sub-regional choice based lettings scheme and a Community Lettings Plan will be suggested to the Registered Provider with the aim of creating a sustainable community.

Mix

The applicants have provided an initial layout for the site and the proposed location of the affordable units is acceptable. I am satisfied that the mix of the units as noted in the table above will help to meet the needs of the Borough.

Design

The sizes of the dwellings comply with the guidance contained within the Havant Borough Council Housing SPD July 2011 and in some instances with the new Nationally Described Space Standard which suggests slightly larger units.

The mix of different house types and the position of the roads with their differing

surface treatments all assist the enhancement of the street scenes. The parking is arranged conveniently within the curtilage of each dwelling (apart from one relatively small parking court in the bottom right hand side of the site) which helps to indicate the privately owned space, and there appears to be at least 2 vehicles with each unit which should lessen the chance of street parking.

I am pleased to see that the scheme proposals have been benchmarked against the current Building for Life 12 standards and as such, should this development proceed, be eligible for the Built for Life quality mark that indicates that the scheme has been assessed as achieving the required placemaking essentials.

I would like to see renewable energy sources incorporated into the build wherever possible. Many of the homes would appear to be orientated in such a way as to make use of solar gain, possibly solar panels on the roofs.

Housing would support the principle of this development.

Waste Services Manager No waste concerns

Landscape Team

No landscape objection to the principle of the proposed development, but I make the following landscape comments regarding the details of the submitted proposals:

Drainage Strategy

- DS1 Concerned there is inadequate access provision for future landscape management of the existing watercourse to the eastern boundary (see item EE3 below).
- DS2 Means of access to the SUDS pond is not clear because the gate accesses land outside the application boundary. Unless right of access across neighbouring land can be legally ascertained, it would be more appropriate to adjust the layout to achieve direct access.
- DS3 From a design quality perspective, I am disappointed at the 'engineered' appearance of the SUDS pond. I am also concerned the uniform 1:2 bank gradient will pose difficulties for future landscape management and will limit scope for wildlife benefit. Although I appreciate the requirement to accommodate specific run-off volume, this should not be at the expense of the local landscape character, local biodiversity or maintenance operative safety. A shallower gradient section of bank is required for safe machine access for future cutting and dredging management operations referred to within the submitted Landscape Management Plan. The SUDS pond design does not correspond with the submitted Ecology Report's mitigation, enhancement and compensation proposals for reptiles. The SUDS strategy requires further review to achieve a more integrated and ecologically sensitive approach. Might it perhaps be feasible to offset some detention capacity beneath the rear parking courts, in order to reduce the volume constraint to the SUDS pond?

External Enclosures

- EE1 Use of red to identify 1800 height screen fence is confusing against the site boundary – please can this be adjusted? Retention of any existing enclosure also requires highlighting more clearly on the drawing (as does any intention for enhancement or repair works).
- EE2 Specification / appearance of the proposed enclosures requires further clarification e.g. 1800mm height screen fence comprises – timber type / sizes? panel style? posts? 1800mm height screen wall comprises what brick(s)? bond? coping? Palisade can also vary significantly in style and appearance – I suggest inclusion of example images would be beneficial.
- EE3 Concerned the existing watercourse appears 'boxed off' by 1800mm screen fencing, which will impede future maintenance access. In contrast to the submitted ditch cross-section, the plans demonstrate there are significantly

narrower sections. I doubt that such a narrow grassland strip can be established or managed for reptile benefit along the base of such extensive fencing. In order to facilitate grassland establishment, it would seem reasonable for:

- minimum 1.5m width of level access to be provided adjacent to the existing watercourse,
- reduction of fencing height to rear parking courts of plots 50-52,
- reduction of fencing height to rear parking court of plots 38-40 (inc. rear of plot 38),
- introduce lockable maintenance access gates to each rear parking court.

EE4 Concerned narrow 'corridor' runs of 1800mm screen fencing will impede natural surveillance and are inappropriate to the local landscape character. I suggest a more sensitive approach is required e.g. rear boundaries to Plots 5 – 18 could be adjusted to 1100mm height timber post & rail fencing, which would afford natural surveillance across the new landscape buffer planting. Reasonable levels of dwelling privacy would still be achieved with the 1800mm height side fencing and proposed fencing along the rear of the proposed Furniss Way Units.

Landscape Masterplan & associated Landscape Proposals

LM1 LCA31 Central Hayling plain and LCA35 West Town within the Havant Borough Townscape, Landscape and Seascape Character Assessment make specific reference to avoidance of 'additional visual intrusion of the built form on the adjacent open landscape'. The submitted Design and Access Statement states 'Extensive planting is proposed as part of the proposal to create an appropriate boundary to the adjoining countryside...', yet the planting plan comprises only native hedgerow plants between 0.6 and 1.25 metre height in species that do not correspond with existing hedgerow species identified within the Ecology Report. I recommend the species mix is revised to comprise Field Maple (5%), Hazel (5%), Hawthorn (50%), Holly (5%), Blackthorn (25%), Buckthorn (5%), Guelder Rose (5%). Additionally, native tree planting (size 14-16cm girth EHS) Field Maple, Oak and Wild Cherry should also be introduced at 8m centres.

LM2 The western landscape buffer requires adjustment to match the above species mix.

LM3 Given the visual sensitivity of the site location, it would be preferable for all trees to be increased to 14-16cm EHS as a minimum.

LM4 Remaining tree planting throughout the housing layout requires general review:

- Several pairs of trees in close proximity require improved spacing or reduction to a single specimen. Trees should not be omitted from the scheme proposals in these situations, but relocated to contribute more effectively to the proposed street-scene – accepting that some minor layout adjustment may be required in order to achieve this.
- There are several unidentified circular symbols where additional trees could be incorporated. Anticipating these may be utility or manhole covers, they can reasonably be relocated to adjacent driveways or footways, since tree planting will enhance the street-scene quality. Where below-ground service layouts cannot be adjusted, the design layout requires adjustment and variation to ensure sufficient landscape and tree planting can be incorporated in order to achieve a high quality street scene.
- Increased species variation would be preferred – perhaps with some Cherry, Field Maple, and Callery Pear?

LM5 Whilst I have no objection to the ornamental planting species selection, I suggest some further review and consideration is given to the potentially larger

varieties proposed in space limited locations, or where taller varieties are planted in front of (or beneath) smaller plants. e.g. Plot 2 use of Escallonia 'Apple Blossom' to under-plant a Hydrangea is somewhat surprising!

Hard Landscape Proposals

HL1 The hard landscape plan identifies on-plot parking with a different colour compared with the roadway – in reality, these will be consistently large bland areas of tarmac. Further design quality consideration should be given to the proposed hard landscape. Enhanced surfacing colour variation and interest needs to be achieved with additional use of concrete blocks and setts to differentiate driveways and parking courts from broader vehicular circulation areas.

(**Officer note** - Plans amended in response to these comments)

Crime Prevention -Major Apps No comments received

Planning Policy

Policy Status

The site subject to this application is allocated by Policy HY2 (Hayling Island Mixed Use Allocations) of the adopted Havant Borough Local Plan (Allocations). This mixed use allocation is for 75 new homes and 1,000 square metres of new employment floorspace. Therefore, the proposed development is acceptable in principle. It is important that a coordinated approach is taken to the delivery of this mixed use site.

Promoting Havant Borough's Economy

The proposed light industrial units will provide local jobs and contribute towards achieving the employment floorspace requirements set out in Policy CS2. The amount of floorspace is also in line with the indicative provision for floorspace in Policy HY2.

Housing

The proposal will contribute to achieving the Borough's housing targets and is broadly in line with the housing numbers identified under Policy HY2, although one additional unit is proposed. The proposal shows that 30% of the new dwellings will be affordable which complies with Policy CS9.

Caring for our Borough

In line with Policy CS14, the industrial units will need to meet BREEAM 'very good' standard.

The Solent Disturbance and Mitigation Project (SDMP) has shown that recreational activity close to the Langstone and Chichester Harbour Special Protection Area (SPA) can have an adverse impact on bird populations. Policy CS11 of the Core Strategy requires planning applications to respond to the emerging evidence from the SDMP.

Parking Provision

There appears to be sufficient parking provision, however, where tandem parking is proposed, only one space behind another will be acceptable (including garage parking). This will effect how many spaces can be counted. The requirement would be for 167 spaces. There should also be an additional 20% of unallocated parking for visitors.

Infrastructure

The proposal will need to comply with all aspects of policies CS20, DM11 and DM12.

Community Infrastructure Levy

Havant Borough Council has an adopted CIL Charging Schedule which is applied to new residential development in the Borough.

Other

It is disappointing to note that not all of the allocation has come forward as part of this application. A better urban design solution could be achieved through a

comprehensive approach to the whole site. However, by putting in place some linkages through to the southern part of the site (the section not part of this application) it will increase permeability should the rest of the allocation come forward in the future.

I also note that the infrastructure for the site extends into the undeveloped area and thus is contrary to Policy AL2.

Conclusion: support the principal of development on the site, however modifications and further information are required to make the scheme acceptable in policy terms.

Royal Society for the Protection of Birds

We are pleased to see that the applicant intends to make financial contributions to the Solent Recreational Mitigation Partnership (SRMP) Strategy. The SRMP Interim Strategy is currently being progressed into the definitive strategy and the developer would need to ensure that the current contribution per dwelling is provided consistent with Havant Borough Council's policy.

We support the advice set out in Natural England's response (18th September) that in addition to providing mitigation as detailed in the Brent Goose Addendum Report (October 2013) and Updated Preliminary Ecological Assessment (August 2015) the northern site boundary, adjacent to H34E, is planted and maintained **in perpetuity**, as a **continuous hedge** thereby preventing access / disturbance of supporting SPA habitat.

Although we note the mitigation for Brent Goose proposed we still have concerns in terms of how effective some of these measures will be as detailed below:-

We feel that the effect of the proposed access restrictions to H34C may be overstated. The Brent Goose Addendum report suggests that (informal) access from the end of North Shore Road only takes people along the shoreline. However, without baseline visitor surveys, we do not know whether some people chose to walk in an easterly direction from this access point, thereby potentially counteracting any enhancement effect of the closure of informal access points along the Hayling Billy Trail. Conversely, there is no evidence to show whether people currently accessing from the Hayling Billy Trail cause disturbance to the part of the site that is indicated will be enhanced. We consequently question whether the whole of the area marked as "minimum area likely to be enhanced" will therefore be significantly improved for the geese as a result of the proposed access restrictions.

- We are concerned that the indirect impacts from the adjacent development, such as from artificial lighting or noise disturbance could discourage Brent Geese from using the site.
- In addition the effect of the ditch bisecting this remaining area of land, could further reduce its attractiveness to the geese.

We remain concerned that the proposed measures may not be sufficient to ensure that this group of fields (H34) will continue to support the current numbers of SPA birds, in particular Brent geese. We are disappointed that our practical recommendation to address this uncertainty by a requirement on the applicant to undertake further reasonable mitigation measures should the proposed measures prove unsuccessful, has been dismissed on the basis that "many variables that could not be controlled by the developer that could influence the use of the site (patterns of usage of fields on around the SPA; population fluctuations; etc)", such that this requirement would not be reasonable. We strongly disagree with this assertion, and consider that it would be entirely possible to make an assessment of the success or otherwise of the mitigation over a 3-year period, while also taking into account Solent-wide trends in SPA bird numbers or year-to-year variables such as weather conditions.

We are becoming increasingly concerned by the incremental loss of SPA supporting sites on Hayling Island and across the Solent as a whole; many of which, like this case, are subject to insufficient mitigation. We urge the Council to apply a high standard of protection to these sites, as required under the Birds and Habitats Directives.

It will be important to repair the gaps in the fence between the Hayling Billy Trail and Brent Goose habitat to the west of this as proposed in the mitigation strategy. However, in addition it will be important to minimise disturbance from the proposed housing site which may discourage the use of the area to the north of the site (H34E) by Brent Geese. Therefore, a continuous northern boundary hedge will need to be provided and maintained between the development site and the area to the north Further comments Appreciate the need for access so a high gate which is kept locked should ensure access is prevented.

Southern Electric No comments received

Southern Water No objection to foul drainage layout

Traffic Management Team

We note that the new light-industrial accommodation will be accessed via Furniss Way and therefore waiting restrictions will be required to provide clear visibility for vehicles exiting the new accommodation by way of yellow lines. Further restrictions will also be required at the junction of Furniss Way with Station Road to prevent vehicles parking on the junction and causing access and visibility issues for motorists entering or exiting Furniss Way. This will require the formulation of a Traffic Regulation Order (TRO). The Traffic Management Team request that provision is made for a sum no less than £3000 be set aside to allow such TRO be processed at the required time, to be invoiced to the developer on receipt of a TRO Application Form (available from the Traffic Management Team).

We would also request that should the internal roads be adopted by the Highway Authority that mechanisms are put in place to allow the Traffic Team to request funds, in order to implement parking restrictions by means of Traffic Regulation Orders on the new or surrounding road networks, to minimise the possibility of obstructive and unsafe parking practices by road users within a period not exceeding 5 years from the completion of the development.

The Theatres Trust

The NPPF provides guidance on the importance of protecting cultural assets. No objection subject to noise mitigation to ensure that there is no negative impact on the long term operation of Station theatre.

Local Lead Flood Authority HCC

No comments received but the agent has been made aware of the need to get consent and an informative is proposed.

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: 95

Number of site notices: three

Statutory advertisement: yes

Number of representations received: 14

Summary:

- overdevelopment with an excessive number of dwellings.
- loss of amenity from noise dust and additional traffic close to existing dwellings
- loss of outlook and devaluation of property(*devaluation of properties in itself is not a planning consideration which could support a refusal*)
- adverse impact on properties in Dances Way from 2 storey houses - should be single storey dwellings to maintain privacy, outlook and daylight.
- Lack of access to drainage ditches
- maintenance schedule required.
- Development should not proceed without alterations to the Station Road footpath.
- Adversely impact traffic and over stretched facilities such as medical and schools. (*The principle of developing the site as been established as set out in section 7*)
- Emergency access should be provided (*not required*)
- Inadequate consultation and publicity. (*see above*)
- Concerned about highway safety as footpaths along Station Road are very narrow in places, and the volume of traffic is extensive, traffic from building works and the development will be a hazard.
- Loss of light from proposed tree planting
- Plans leave open the possibility of building to the north on land for Brent Geese
- The building line in Station Road should be observed

Comment: All the points raised are considered within section 7 except those with officer comments in italics next to the issue raised.

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) Residential Amenity
- (v) Access and Highway Implications
- (vi) Flooding and Drainage
- (vii) The Effect of Development on Ecology and European and Internationally Important Sites
- (vii) Other Environmental Effects
- (x) Impact on Trees
- (xi) Crime Prevention
- (xii) Contribution Requirements

- (i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The site the subject of this application is allocated by Policy HY2 (Hayling Island Mixed Use Allocations) of the adopted Havant Borough Local Plan (Allocations). This mixed use

allocation is for 75 new homes and 1,000 square metres of new employment floorspace. Part of the proposed development lies beyond the allocated site, but this relates to the drainage pond and does not include any dwellings. The outline application included for the drainage pond beyond the allocated area on the basis that it was a soft feature that would be landscaped and as such was acceptable beyond the defined urban area. The principle of developing this area has therefore been established by the allocation of the site in the local plan and the extant outline consent.

(ii) Nature of Development

7.3 The current application is for full planning permission with a single vehicular access off Station Road. In respect to the employment and residential floorspace and proposed density 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 form and location of the employment floorspace

The density of residential development

7.4 The application seeks 76 No. dwellings which equates to approximately 35 dwellings per hectare. Core Strategy policy CS9 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*'.

7.5 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

Under this assessment the density of development can be considered to be within the Low Density category.

7.6 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*'

7.7 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 35 dph is considered to be an appropriate density,

and whilst the general density of residential areas adjoining the site is lower ranging from 18-20 dwellings per hectare, the submitted layout seeks to locate the lower density elements of the scheme adjoining the existing residential properties and as such the proposal is considered to be well related to the density and form of neighbouring housing surrounding the site.

The Mix of Dwelling 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 be had to Core Strategy 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'*. Paragraph 6.24 states that a mix of dwelling types is sought from one and two bedroom flats to terraces and larger detached houses. In this case the proposal comprises a mix of detached, semi-detached and terraced dwelling of one and a half, and two storey providing for 1, 2, 3 and 4 bed properties.
- 7.9 The submitted details provide for 30% affordable units which would be distributed throughout the site in order to avoid a concentration of affordable housing. The provision of affordable housing is the subject of a legal agreement.

The Design and Layout of the Development including Public Open Space

- 7.10 The layout for the scheme has been informed by the position of the site adjoining the urban edge, existing access positions, 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. Detailed negotiations have taken place with the applicants in order to improve the urban design qualities of the originally submitted scheme, with particular regard to the character of the street scenes and highway layout, and key buildings.
- 7.11 The layout reflects the rectangular nature of the site and the mixed use nature of the proposal, and the need to create a sensitive urban edge on the northern boundary, and the adjoining residential properties. Access into the site for the residential development is via Station Road, with the commercial development to be accessed off Furniss Way which currently serves the existing commercial properties.
- 7.12 The layout contains a small area of open space to the north of the proposed residential development which is required for drainage purposes but would also provide for informal open space. In respect to equipped play area, the preferred approach is to upgrade and maintain existing facilities, and this would be covered by the Community Infrastructure Levy. The site is located in proximity to Hayling Park Playing fields, and the Hayling Billy trail, and the limited on site open space provisions are considered in this context to be acceptable. This area would be maintained by the management company along with the other non - curtilage areas.

The form and location of the employment floorspace

- 7.13 The employment space is to be located adjacent the existing employment units in Furniss Way. The layout indicates a terrace to provide 8 small units, similar to the existing ones. These would be accessed off Furniss Way with servicing and parking to the front of the units. The plans indicate landscaping including tree planting to all boundaries providing separation from both the existing and proposed residential

development, and providing a setting for the development.

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

7.14 The site currently has a rural and open character, but is enclosed on three sides by existing development, limiting views from the wider area. The submitted plans indicate a landscaped buffer along the fourth side, to the north, acting to screen development from open land to the north.

7.15 The site has a limited frontage to Station Road of some 30m, which would provide access to the proposed residential development, and incorporates a pair of semi-detached houses fronting Station Road, maintaining the built up frontage in this location. Landscaping would be provided to both sides of the access to provide an attractive aspect from Station Road. As such the proposal is considered to enhance the existing street scene and to have a positive impact on the character and appearance of the area as viewed from Station Road.

(iv) Residential and Neighbouring Amenity

7.16 With regard to existing residential amenity, the main impacts are considered to relate to the following areas:

- Whether the proposed houses would have an overbearing impact on existing properties in terms of mass/bulk and proximity to existing residential properties,
- Would the development be likely to lead to unacceptable overlooking?
- The likely impact from noise and disturbance from the use of gardens and open areas of the site,
- Traffic noise and disturbance from the cars entering/leaving the site and manoeuvring within it.
- The likely impact from noise and disturbance from the proposed employment floorspace.

These potential impacts are addressed below:-

7.17 The site is bounded to the west by existing industrial units in Furniss Way, to the south by residential properties, an existing builders yard accessed from Station Road, and to the east by residential properties in Dances Way. The plan indicates that the properties adjacent to the site boundary in Dances Way would be mainly 2 storey houses with rear garden depths a minimum of 10m, and first floor window to window distances would exceed the 20m minimum set out in the Council's Design Guidance, and this relationship is considered to be acceptable.

7.18 The existing residential properties to the south in Station Road and in particular 76 and 76a and b which adjoin the site boundary of the proposed residential development, have side windows and relatively limited gardens. The windows in the side elevations of the existing properties are of a secondary nature serving rooms other than bedrooms or living rooms, or the room is served by a further window, and as such the impact is not considered detrimental to amenity and an acceptable relationship can be achieved.

7.19 In relation to concerns about overlooking, the separation distances proposed between existing and proposed dwellings accords with the Borough Design Guide and it is considered that an acceptable relationship between dwellings is achieved.

- 7.20 With regard to noise from the use of gardens and open space within the site, it is considered that the development generally provides adequate garden amenity space around properties. This would reduce the risk of likely disturbance to neighbouring residents, although it has to be recognised that the residential development would increase activity close to the rear boundaries of adjacent properties.
- 7.21 In relation to traffic noise from the proposed residential development, it is considered that the most likely property to be impacted would be the dwelling at 76b however, the access road would be set off this boundary and beyond the proposed houses in this location. As such it is considered that the proposal's impact on the amenity of the adjacent properties would be acceptable subject to conditions requiring suitable boundary treatment.
- 7.22 In relation to noise and disturbance from the proposed employment development this has been designed with access off Furniss Way, and whilst there will therefore be some increased use of this road this access currently serves the existing employment floorspace, and the proposed employment floorspace would generate a similar nature of traffic which is consistent with the nature of the adjoining industrial site. In respect to the impact of the buildings themselves the proposed employment units lie to the north of the existing dwellings, with landscaping, including tree planting to provide a screen and separation, and this is considered acceptable. The units are for B1 purposes and as such should not result in unacceptable disturbance to nearby properties.

(v) Access and Highway Implications

- 7.23 Access to the proposed residential development would be via a new access off Station Road, between the builders yard and 76 Station Road. The new employment units would be accessed off Furniss Way.
- 7.24 The nearest bus stops are located on Station Road at the junction with Furniss Way. As part of the proposal a new footpath will be provided from the development access to the bus stop. Whilst there are footpaths on Station Road these are narrow and not continuous. As part of the application pedestrian crossing points with tactile paving are proposed to provide connections to the existing footway.
- 7.25 In accordance with the outline approval the proposal also provides for footpath improvements to Station Road and a Grampian condition is proposed to prevent development being occupied until those works have been carried out. A Travel Plan has been submitted in support of the application and this is to be secured through a legal agreement, together with funding for a Traffic Regulation Order should this be required.
- 7.26 The Development Engineer has identified that a number of the parking spaces are in tandem raising concerns regarding usage/accessibility where more than 2 spaces are in tandem. The plans have been amended to reduce the extent of such instances but a number of properties are still served by a triple length drive. Whilst this arrangement can result in the need for significant manoeuvring, this form of parking has been accepted elsewhere in the Borough, and given the lack of through traffic some limited amount of such parking provision is considered acceptable.

(vi) Flooding and Drainage

- 7.27 The Environment Agency Flood Risk Map shows the development site is located in Flood Zone 1. Whilst development is considered appropriate for Flood Zone 1, in accordance with the Technical Guidance in the NPPF, a Flood Risk Assessment has been submitted together with a drainage strategy. The Technical Guidance states that developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage systems. The proposed scheme promotes the use of swales and ditches in addition to the existing ones. All surface water would be gravitated into swales and ditches and eventually discharged into the pond which is to be located to the northeast of the site. The surface water strategy mimics and improves on the existing run-off regime.
- 7.28 The foul drainage has been assessed in the submitted Drainage Strategy Report and Flood Risk Assessment. A capacity check has been carried out by Southern Water which identified a need to upgrade 46m of sewer in West Lane. The necessary works can be requisitioned from Southern Water by the developer under separate legislation.

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

- 7.29 The application site is not covered by or adjacent to any statutory protected sites of nature conservation importance, but the site is within approximately 350m of habitats which form part of the Langstone Harbour Site of Special Scientific Interest (SSSI). This SSSI is part of the Solent Maritime Special Area of Conservation (SAC), Chichester and Langstone Harbours Special Protection Area (SPA) and is a Wetland of International Importance under the Ramsar Convention (Ramsar Site).
- 7.30 The consideration of the potential for urbanisation and development around the Solent coastline to have adverse effects on the features of European Sites is being researched through the Solent Disturbance and Mitigation Project, initiated through the Solent Forum. In order to mitigate against the effects of residential development the Solent Disturbance and Mitigation Project seeks appropriate contributions to measures to mitigate the potential impacts. The required contribution of £174 per dwelling is the subject of a legal agreement.
- 7.31 In respect to Brent Geese, in accordance with that agreed for the outline application mitigation proposals involve returning 1.5ha (the western part) of horse grazed pasture that abuts the northern boundary back to agricultural use. This field is included in The Brent Goose Strategy as H34D and 'no recorded use'. The proposals also involve the removal of a section of defunct hedgerow that forms the boundary between the eastern part of H34E and H34D. The aim of this is to create an open vista that will be more appealing to the geese. The cropping regime, would be in line with that used for adjacent fields with winter cereals and stubble on alternate years. It is considered that by returning the field to agriculture, implementing the above cropping regime and removing the hedgerow that bisects the two fields, the site will become suitable for Brent geese and waders. In addition to the proposals detailed in the above, the applicant is also proposing to block a short cut that is used by walkers, across field H34C, to access the Hayling Billy Line. This path is currently well used and therefore by closing it, disturbance levels to Brent geese should be reduced. Some of these measures have already been implemented.
- 7.32 The submitted Ecology Assessment identifies that no other protected sites are likely to be affected, and that the majority of the site is of negligible value, though some

species rich hedgerows of local value would be effected by the development, however, where possible existing hedgerows have been retained. The report identifies enhancement opportunities including the provision of new native hedgerows and tree planting, bird nesting boxes and bat boxes, and overall the provision of hedgerows and tree planting is increased.

(vii) Other Environmental Effects

Archaeology

- 7.33 The County Archaeologist advises that the proposed development site has the potential to contain previously unidentified archaeological sites and features relating to prehistoric and Roman occupation that may be disturbed by the ground works associated with the development. Although archaeology does not represent an overriding concern the assessment and recording of any archaeological deposits should be secured through the attachment of suitable conditions to any planning consent that might be granted. A condition is proposed as recommended.

Land Quality

- 7.34 The site is not currently developed, nor is it understood to have been subject to processes that may lead to a risk of land contamination; however, the site adjoins employment land and it is conceivable that contamination could be present. The Council's Environmental Health Officer has been consulted on the application and has raised no objection but has requested that conditions are imposed that build upon the submitted Land Contamination Assessment.

(x) Impact on Trees

- 7.35 The submitted plans indicate the retention of the existing trees. These are limited in number and located on or near the site boundaries. The layout has been amended to address the concerns of the Arboriculturalist and is now considered acceptable in this respect.

(xii) Community Infrastructure Levy (CIL), Contribution Requirements and legal agreement

- 7.36 The residential element of the development is liable for CIL; additionally a S106 has been completed in respect to the following matters:-

- (i) The Travel Plan;
- (ii) Affordable Housing
- (iii) A contribution in relation to traffic management if required;
- (iv) Employment and Skills Plan
- (v) A contribution in respect to the Solent Recreation Mitigation Project;
- (vi) Management of the communal areas
- (vii) SUDS bond
- (viii) Maintenance of boundaries in respect to Brent Geese mitigation

8 Conclusion

- 8.1 The submitted plans provide for a satisfactory form of development which achieves an acceptable impact on the character and appearance of the area, and the amenities of neighbouring properties. Technical requirements such as highway and drainage matters, and land contamination issues, have been appropriately addressed, with conditions recommended where necessary. Relevant ecological interests have been taken into account also.

- 8.2 In summary, the proposed development is considered to comply with the Local Plan Core Strategy and Allocations documents, other adopted SPDs and the NPPF. As such the recommendation is for permission subject to a Section 106 Agreement and planning conditions.
-

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00919

(A) The completion of a Section 106 undertaking under the Town and Country Planning Act 1990 and other relevant legislation, incorporating the terms set out in paragraph 7.37 to this report

(B) subject to the following conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Title

Location Plan ST-10-15
Planning Layout ST-10-03M
Coloured Layout Plan ST-10-04H
Storey Height Plan ST-10-09C
Parking Strategy Plan ST-10-08C
Bin and Cycle Store Plan ST-10-13C
Affordable Housing Plan ST-10-06D
Drainage Strategy Plan 001-REVP
External Enclosure Plan ST-10-10C
External Finishes Plan ST-10-11B
Housetype Portfolio
Landscape Masterplan BDWS 20001-10B
Landscape Proposals (Sheets 1 - 5) BDWS 20001-11 Rev B
Light Industrial Units - Proposed Coloured Elevations 147-01-06 Coloured
Light Industrial Units - Ground Floor Plan 147-01-05
Light Industrial Units - Proposed Elevations 147-01-06
Light Industrial Units - Proposed Sections 147-01-07
Light Industrial Units - Site Layout Plan and Roof Plan 147-01-04
Lighting Plan E-F1682.00 Rev R1
Management Area Plan ST-10-17C
Section through Eastern Boundary ditch
Streetscenes ST-10-14A
Street Elevation 2 ST-10-17
Construction Management Plan ST-10-03E
Floor Plans and Elevations Plot 3 only Chesham-Hipped
Floor Plans and Elevations Plot 76 only Thornbury

Documents

Statement of Community Involvement - Barratt Homes
Design and Access Statement - Barratt Homes
Affordable Housing Statement - Barratt Homes
Planning Assessment - Barratt Homes
Building for Life 12 Assessment - Barratt Homes
Preliminary Ecological Assessment - WYG Ecology
Biodiversity Checklist - WYG Ecology
Biodiversity Action Plan - WYG Ecology
Landscape Management and Maintenance Plan ACD Environmental
Soft Landscape Specification - ACD Environmental
Arboricultural Impact Assessment and Method Statement Rev C 09.12.15 - ACD Environmental
Flood Risk Assessment and Drainage Strategy Issue 3 - OPUS
Transport Assessment- Paul Basham Associates
Travel Plan - Paul Basham Associates
Construction Method Statement - Barratt Homes
Construction Management Plan Document - Barratt Homes
Estate Management Statement - Barratt Homes
Archaeological Desktop Assessment - CgMs
Economics Benefit Assessment - Nathaniel Litchfield
Land Contamination Assessment - Wilson Bailey
Foul Sewage and Utilities Assessment - Opus
Outdoor Lighting Reports (x3) - Lighting Reality
CIL Form

Reason: - To ensure provision of a satisfactory development.

- 3 No development shall take place until plans and particulars setting out a phased programme for implementation of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved phasing programme unless an alternative is first agreed in writing with the Local Planning Authority.

Reason: In the interests of sustain ability and providing a comprehensive development and having due regard to policies CS2 of the Havant Borough Local Plan (Core Strategy) 2011 and HY2 of the Allocations Plan and the National Planning Policy Framework 2012.

- 4 Prior to the commencement of any specific phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority and notwithstanding any assessment provided with the planning application), an assessment of the nature and extent of contamination at the site, whether originating from within or outside the curtilage, shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken by competent persons, and the findings presented as a written report.

The assessment may comprise separate reports as appropriate, but unless specifically excluded in writing by the Local Planning Authority, shall include;

1. Site investigation based on the Wilson Bailey Letter Report Ref:

J15109/DB/c01a, to provide sufficient data and information to adequately identify & characterise any physical contamination on or affecting the site, and to inform an appropriate assessment of the risks to all receptors that may be affected, including those off site.

2. The results of an appropriate risk assessment based upon (1), and where unacceptable risks are identified, a Remediation Strategy that includes;
 - appropriately considered remedial objectives,
 - an appraisal of remedial &/or risk mitigation options, having due regard to sustainability, and;
 - clearly defined proposals for mitigation of the identified risks.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the Remediation Strategy (3) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

All elements shall be adhered to unless agreed in writing by the Local Planning Authority

Reason: Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at the site as a result of both previous & current land uses (&/or activities) on land coincident with & adjacent to the site, that could pose a risk to future site residents.

- 5 Prior to the occupation of any relevant part of the permitted development, any verification report required in accordance with condition 4 shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan, and must demonstrate that site remediation criteria have been met. Where longer-term monitoring of pollutant linkages is identified as being necessary, the report shall clearly set out plans for monitoring, provision for maintenance, relevant triggers and contingency actions (a "long-term monitoring and maintenance plan").

The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future site occupiers.

- 6 No development hereby permitted shall commence on each phase 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 for that phase 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.

- 7 The development hereby permitted shall not commence until a phasing plan for the construction of the off site highway works indicated in principle on plan number 041.0019.003 (within Appendix B of the submitted Transport Assessment) for the provision of a new junction access, crossing points and footway improvements in Station Road has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority.

NB: In order to construct these works the developer will need to enter into a Section 278 agreement with the Highways Authority

Unless otherwise agreed in writing by the Local Planning Authority, all of these works shall be completed, in full accordance with such plans, particulars and programme as have been approved in writing by the Local Planning Authority in consultation with the Highway Authority, prior to the occupation of any dwellings on the site.

Reason: To ensure that the required highway improvements are provided and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011. Also to ensure the safety of cyclists and pedestrians and having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 8 No development hereby permitted shall commence until the applicant 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 by the Local Planning Authority in consultation with Hampshire County Council. The first stage of the evaluation should be a geophysical survey, followed by trial trenches that target features identified by the geophysics as well as any 'blank' areas. The approved programme shall be fully adhered to unless otherwise agreed in writing by the Local Planning Authority.
- the implementation of a programme of archaeological mitigation of impacts based on the results of the archaeological evaluation, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority. The approved programme shall be fully adhered to unless otherwise agreed in writing by the Local Planning Authority.

- Following completion of archeological fieldwork a report will be produced in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

Reason: To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets; to mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations; to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available; and having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 Construction of the development shall not commence until details of the proposed means of surface water disposal have been submitted to, and approved in writing by, the Local Planning Authority. Proposals shall be in accordance with the principles of CIRIA C753 section 26.7 (SUDS Manual, 2015; Managing pollution risks), and where appropriate shall include a schedule of operational and preventative maintenance for surface water drainage structures, pumps or separators required either for the proper operation of the system to its design flow rates or for the effective retention of pollutants to prevent downstream release. Parties responsible for observing the maintenance schedule shall be clearly identified. All details submitted in accordance with this condition shall be implemented as approved.

Reason: The proposed surface water drainage system discharges highway runoff to a field drain which is located within an adopted SINC and is linked to ecologically sensitive & protected transition waters (Langstone Harbour, designated SSSI / SAC / SPA / RAMSAR). Appropriate system design is required to prevent surface water drainage functioning as a pathway for pollutants to enter the harbour waters. This condition is imposed having due regard to policy DM10 (Havant Borough Local Plan (Core Strategy) 2011) and the National Planning Policy Framework 2012.

- 10 No development shall take place until details of existing and finished floor and site levels relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and the amenities of adjoining properties, and having due regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 11 Development activities shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Preliminary Ecological Assessment (WYG, August 2015) unless otherwise agreed in writing by the Local Planning Authority. Any mitigation, compensation and enhancement features shall be maintained in perpetuity unless otherwise agreed in writing by the LPA.

Reason: To provide ecological protection and enhancement in accordance

with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.

- 12 No percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) shall be undertaken during the bird overwintering period (i.e. October to March inclusive).
Reason: To provide ecological protection in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.
- 13 Notwithstanding the details shown on the approved plans, no above ground development shall commence until a specification of the materials to be used for the surfacing of all private parking courts/driveways has been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be brought into use prior to the implementation of its related hardsurfacing in full accordance with the approved specification.
Reason: In the interests of 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.
- 14 The employment floorspace hereby permitted shall not be commenced until a BREEAM Pre-Assessment has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority the assessment shall demonstrate that the development will attain a minimum standard of 'very good' BREEAM rating. The development shall be carried out only in accordance with the details the subject of the assessment.
Reason: To ensure that the development is carried out in accordance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012
- 15 The soft landscaping scheme shall be completed in full accordance with the approved details prior to the occupation of the last dwelling in each phase of the development . Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework 2012.
- 16 None of the dwellings on Plots 43-47 inclusive and 52 shall be occupied before the proposed acoustic barrier fence described in Section 5, paragraph 5.1 of the submitted Noise Impact Assessment has been installed in strict accordance with the recommendations set out therein. Such fence shall at all times be retained, unless an alternative method of noise attenuation is agreed in writing with the Local Planning Authority.
Reason: In order to secure a satisfactory relationship between the proposed

residential dwellings and the adjacent commercial premises, 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.

- 17 The car parking, garaging, servicing and other vehicular access arrangements shown on the approved plans to serve the dwellings hereby permitted shall be made fully available for use prior to the relevant dwelling being first brought into use and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 18 No dwelling or light industrial building hereby permitted shall be occupied anywhere on the site until the road(s) serving that dwelling or building have been laid to at least base course.
Reason: To avoid excess soil being deposited on the existing roads and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 19 No externally visible or audible plant, machinery or structures required for ventilation or filtration purposes shall be installed on the east elevations of the light industrial buildings hereby approved until and unless details of the external appearance and acoustic performance of the same, including a report showing that the existing/current background levels will not be increased as per the requirements of BS4142:2014 and as indicated in Section 5.6 of the Acoustics 24 Noise Impact Assessment dated 30 October 2015, have been submitted to and approved in writing by the Local Planning Authority.
Reason: To safeguard the amenities of the locality and/or occupiers of neighbouring property 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.
- 20 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure shall be constructed within the curtilage of the residential dwellings hereby approved without the prior written approval of the Local Planning Authority.
Reason: In the interests of the character and amenities of the development, in order to ensure satisfactory levels of amenity space given the limited plot depths available to the dwellings, and in the interests of the amenities of adjoining residents; and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012
- 21 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extensions to the roof or dormer windows shall be constructed to the dwellings comprising Plots 27-42 inclusive without the prior written approval of the Local Planning Authority.
Reason: In the interests of the amenities of adjoining residents and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy)

2011 and the National Planning Policy Framework 2012

- 22 Notwithstanding the provisions of any Town and Country Planning General Development or Use Classes Order, no unit of building of employment accommodation hereby approved shall be used at any time for any purpose not falling wholly within the scope of Class B1 in the Schedule to the Town and Country Planning (Use Classes) Order 1987, as now amended.

Reason: In the interests of the amenities of the locality and having due regard to policies CS16 and DM9 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.